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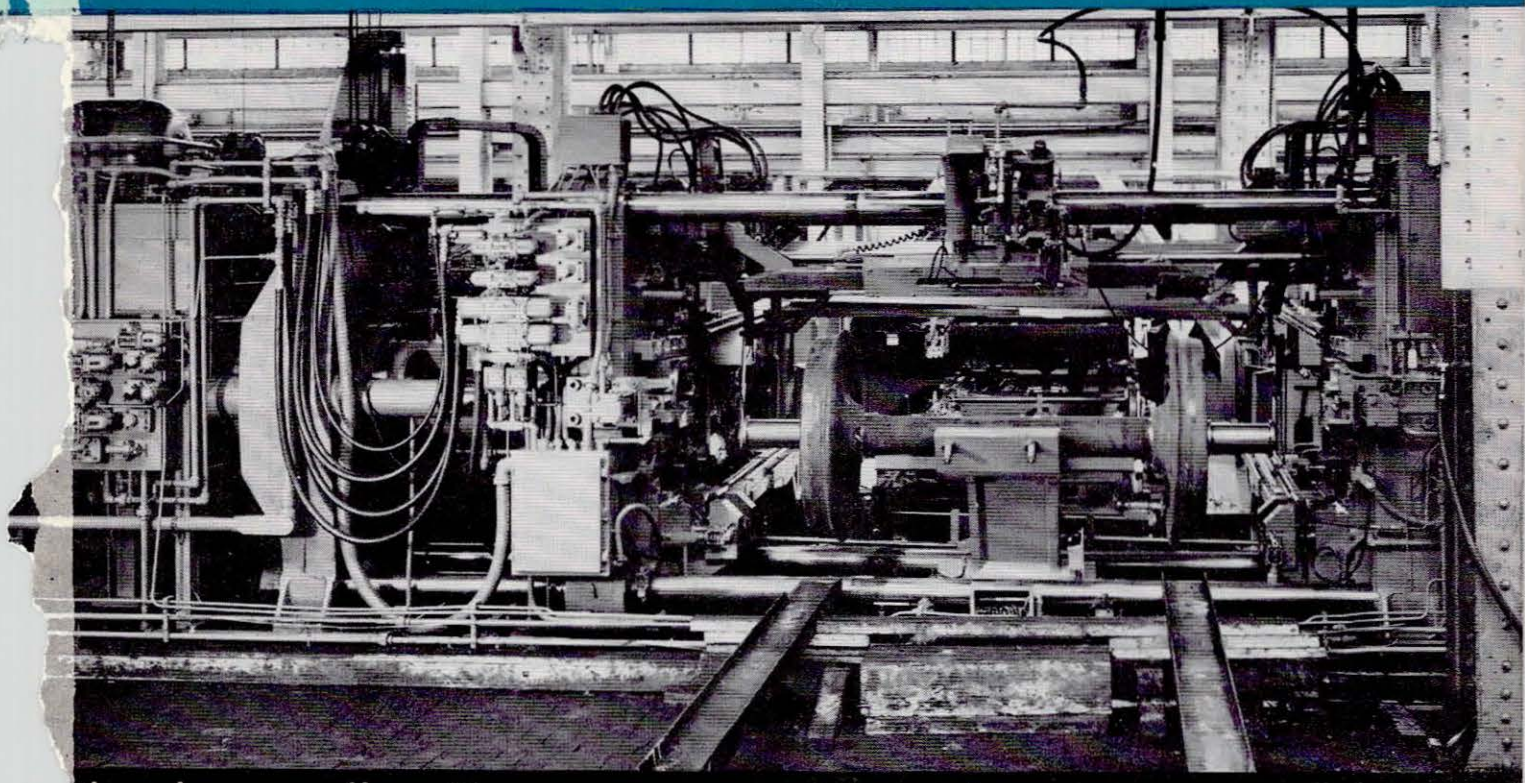
April 6, 1959

RAILWAY AGE *weekly*



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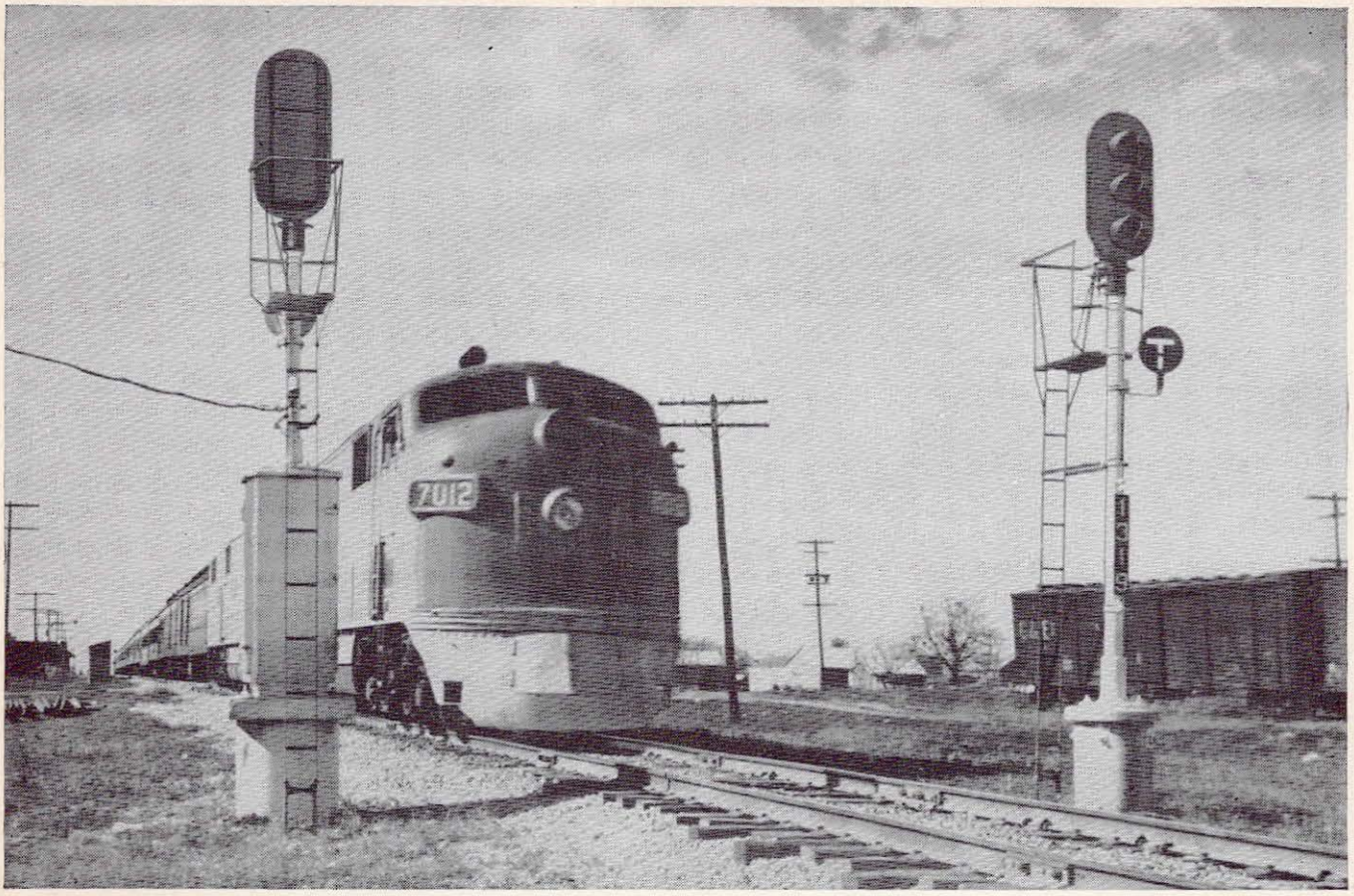

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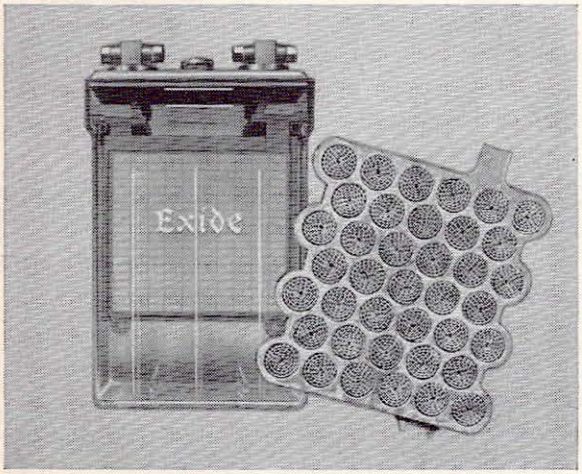

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RAILWAY AGE *weekly* April 6, 1959 • Vol. 146, No. 14

Week at a Glance

Departments

Freight Car Loadings	31
Freight Operating Statistics	26
New Equipment	31
Letters from Readers	12
People in the News	35
Railroading After Hours	28
Railway Market	31
Supply Trade	35
The Action Page	38
Watching Washington	10
You Ought to Know	36

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Grain rate cuts debated ..... p. 9

A Chicago hearing on eastern railroads' proposals for Seaway-competitive rates has brought out the dissatisfaction of port and grain interests with (1) a proposed 110,000-lb minimum loading; (2) the no-storage-in-transit proviso in the basic rate; (3) the seasonal nature of the reductions.

Cover Story—Automated wheel shop p.14

It cuts the cost of processing freight car wheel sets by at least 50%. And it can turn out 100 wheel sets every 8 hours.

How railroads can prosper p.19

Railroad service is economically superior to other transport methods for much of the available traffic. Question is, how can railroads get that share of the traffic?

Carloadings are on the mend p.22

They are expected to total about 8.2 million in the second quarter of 1959. That would be an increase approximately 12% above the 1958 period.

Cover Story—Are you ready for floods? p.23

Nothing ties up railroad operations more thoroughly than floods or washouts. Delays to traffic, however, can be minimized. Don't wait until it is too late.

Terminal consolidation probed p.32

Railroads are giving cautious study to a report recommending the consolidation of most of Chicago's passenger service under a single roof. Expanded use of Union Station would eliminate four terminals now serving 14 roads. Estimated cost: $158,000,000.

The Action Page—Look who's getting hand-outs p.38

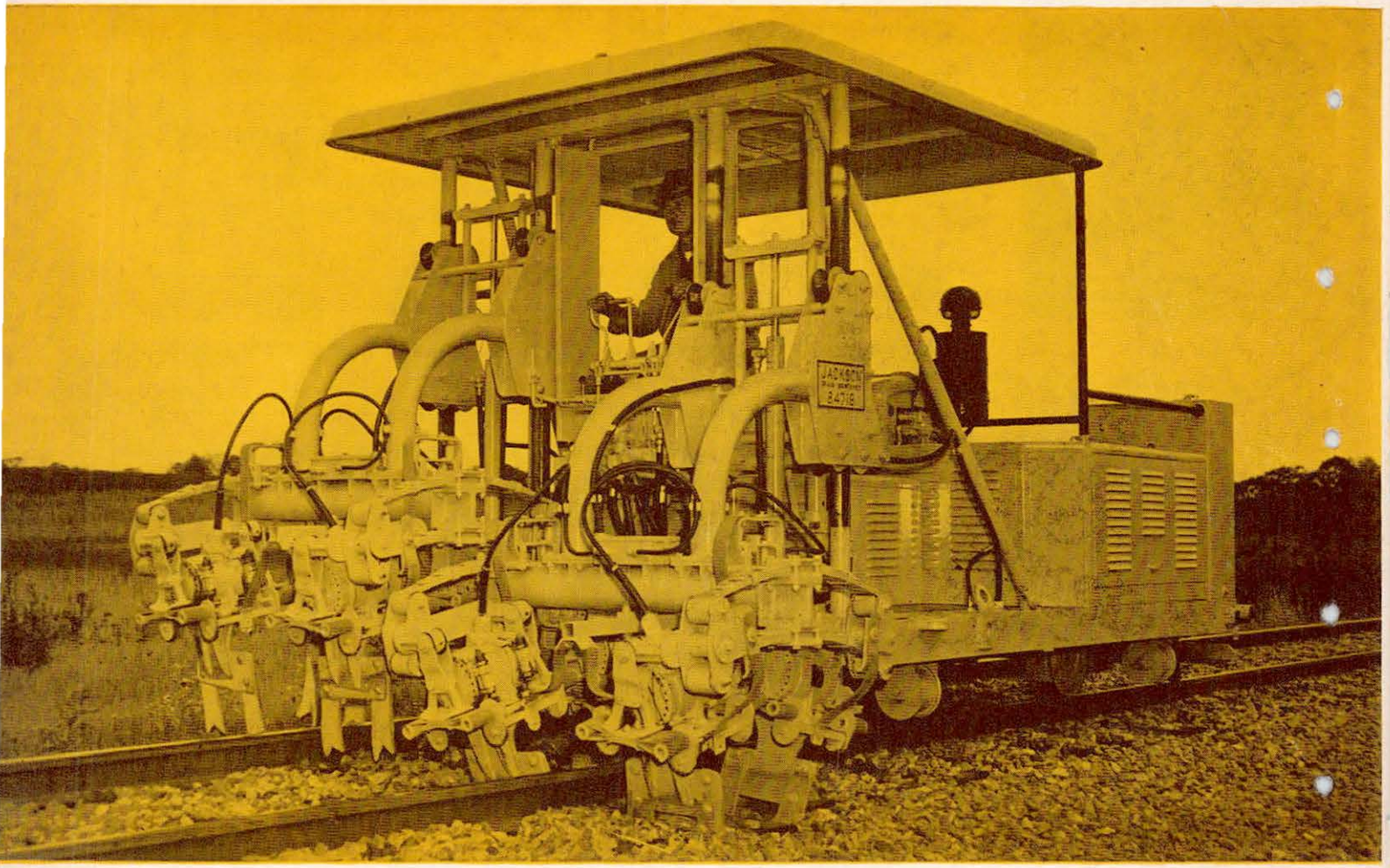
Railroads are not interested merely in getting out of a sick bed and into a wheel chair. Their goal is full health and vigor. This will demand plain talk about the difference between private enterprise as practiced by railroads and the diluted variety which seems to satisfy most other industry.

Short and Significant

First labor-management meeting . . .

on featherbedding was held in Washington April 1. Out of it came only a brief joint announcement saying it had adjourned "to permit both groups to give further consideration

The JACKSON TRACK MAINTAINER



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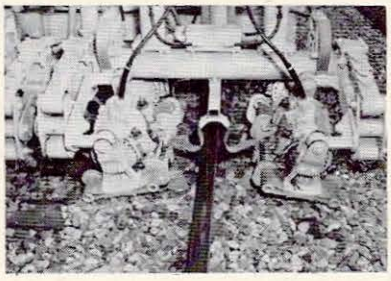
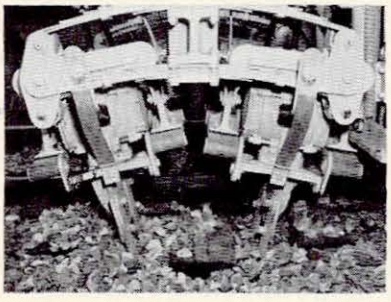


Perfect consolidation of ballast right under the rail and from end of tie to specified distance inside the rail.



Nowhere will you find a tamping machine that closely rivals the JACKSON TRACK MAINTAINER in its dual function of quality production tamping and maintaining track of finest characteristics under all conditions; which accounts for the fact that the vast majority of leading railway systems in America use them in large numbers.

Each of its eight motors deliver FORTY-TWO HUNDRED 6000 lb. VIBRATORY BLOWS PER MINUTE to the tamping bars with the result that maximum ballast compaction is uniformly and continuously produced from the outer end of the tie through the vital load-bearing zone directly beneath the rail to the specified distance between the rails . . . the largest area, longest lasting tie bearing produced by any machine. And the JACKSON MAINTAINER does this with unmatched rapidity and uniformity. Let us supply the complete facts concerning this remarkable machine. Information on other JACKSON on-track and Manually Guided tampers sent on request.

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Week at a Glance CONT.

Current Statistics

Operating revenue	
1 mo., 1959	$784,227,845
1 mo., 1958	779,752,776
Operating expenses	
1 mo., 1959	644,544,329
1 mo., 1958	651,090,608
Taxes	
1 mo., 1959	78,905,591
1 mo., 1958	73,375,829
Net railway operating income	
1 mo., 1959	36,160,074
1 mo., 1958	31,914,879
Net income estimated	
1 mo., 1959	22,000,000
1 mo., 1958	18,000,000
Average price 20 railroad stocks	
March 31, 1959	106.09
April 1, 1958	68.54
Carloadings revenue freight	
Twelve weeks, 1959	6,827,931
Twelve weeks, 1958	6,444,788
Freight cars on order	
March 1, 1959	28,789
March 1, 1958	43,750
Freight cars delivered	
2 months, 1959	4,426
2 months, 1958	12,535

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to the questions, pending another discussion at a later date." The meeting was in response to AAR President Daniel P. Loomis' proposal that labor and management join in asking President Eisenhower to appoint a study commission.

Pipeline studies . . .

are under way on the Milwaukee Road. The line's annual report mentions the possibility of laying gas and oil pipelines in rights of way as has Southern Pacific.

An Illinois legislative subcommittee . . .

has approved a plan to give municipalities and counties authority to establish transit districts which could finance and operate commuter lines. A bill may be ready for the legislature this week.

Flat cars in piggyback service . . .

produce empty car-miles when they carry empty railroad-owned or controlled highway trailers. They produce loaded car-miles when they carry trailers, other than railroad-owned or controlled, which are moving on revenue billing. That's what the ICC says in a rule it has added to its accounting regulations. The rule becomes effective May 1.

Electronic passenger reservation system . . .

is partly in service on the New Haven. The system enables agents to make coach and Pullman reservations automatically. According to the New Haven's annual report, this Teleregister magnetronic reservation system will be in full operation by the end of 1959.

New president of the Louisville & Nashville . . .

is William H. Kendall, 49, formerly vice president and general manager. Mr. Kendall succeeds John E. Tilford, L&N president since 1950. Other top-level changes: W. G. Whitsett, assistant to the president, becomes vice president-traffic to succeed J. K. Dent (retired); J. C. Grissom, assistant general manager, succeeds Mr. Kendall.

Criminal charges . . .

alleging violations of the Interstate Commerce Act have been filed against substantially all truckers engaged in the transportation of textiles from the Southeast to New York and to other points in the North and East. The charges, some of which involve shippers as well as truckers, were filed by United States attorneys as a result of ICC investigations. Charging truckload rates on less-than-truckload shipments was identified as the most common violation, others being free or reduced-rate storage, unlawful extension of credit, and use of expense accounts to hide rebates, concessions.

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BRENCO BEARINGS

Grain Rate Cuts Debated

Port and grain interests generally approve eastern railroads' plan for Seaway-competitive rates. But they feel the proposed minimum loading is too high, want year-round — not seasonal — reductions.

► **The Story at a Glance: Port and grain interests are far from satisfied with eastern railroads' proposed adjustments in export grain rates. They approve in principle the carriers' attempt to meet the competitive threat of the St. Lawrence Seaway. But they're opposing such features as:**

- **A 110,000-lb minimum loading.**
- **An added charge for one storage in transit.**
- **The seasonal nature of the proposed rates.**

In addition, Buffalo, N.Y., interests are pushing for inclusion in the reduced-rate picture.

Eastern railroads last week sought—and received—critical comment on their proposed cuts in export grain rates. More than 200 persons, most of them representing port and grain interests, jammed a Chicago hotel meeting room to debate the proposal. By and large, they hailed it generally and dissected it specifically.

The proposal involves reduced export rates on barley, corn, oats, rye, soybeans or wheat, in straight or mixed carloads, minimum weight to be marked capacity of the car but in no case less than 110,000 pounds. The rates would apply from Central Territory origins from which Column C rates are now applicable to U.S. Atlantic ports. The basic rate would include no storage in transit. For one stop in transit, the rate would be 2 cents per cwt. higher.

Port and grain interests took exception to each of the restrictions. Some also contended that the level of the rates would still be too high. Soybean processors sought to have soybeans dropped from the list of commodities covered. Almost unanimously, the critics called for comparable adjustments in rates on export grain products and on domestic grain and grain products.

A spokesman for one major company agreed that revisions in the proposal are needed. But he called the eastern carriers' efforts "the first step in the right direction."

He added: "I would plead with the grain industry not to try to sabotage this."

Specific objections were based on these points:

- The 110,000-lb minimum. The consensus: it's a wholly unrealistic figure, especially when applied to shipments originating at country elevators. Present 100,000-lb minimums are troublesome now, partly because the carriers can't furnish enough high-capacity cars. The generally recommended solution: reduce the minimum weights (particularly on oats) and include the proviso that marked capacity of the car will govern when the carrier is unable to provide high-capacity equipment.
- The no-storage-in-transit proviso in the basic rate. All comment opposed it—particularly if the ban were to preclude a stop in transit for inspection. The dual rate setup for one storage in transit came in for perhaps the stiffest criticism leveled at the proposal.
- Seasonal nature of the rates—they'd be applicable only during Seaway navigation season, April 15-Nov. 15. Grain interests want the reductions to apply year-around. One observer called the seasonal proviso "definitely a mistake . . . sure to result in confusion."
- The level of the proposed rates. One eastern port representative called for consideration of a 30% reduction (compared to the 13% to 26% cuts involved in the eastern roads' proposal).

Buffalo's rate cut plan has the principal aim of reducing water-rail-water export rates to a point competitive with all-water rates, head-of-the-lakes to Europe. The Corn Exchange of Buffalo proposed a rate of 12 cents per cwt. (elevation charge not included) on bar-

12.4% Carloadings Rise Seen

A 12.4% increase in 1959 second quarter carloadings, compared with the corresponding period in 1958, is forecast by the 13 Regional Shippers Advisory Boards.

On this basis, loadings of the 32 principal commodities will total approximately 6,377,250 cars in the second quarter, compared with actual loadings of 5,670,512 cars in 1958's second quarter.

All 13 boards predicted increased loadings. By commodities, they expect increased loadings for 28 and decreases for four. The prediction of a 12.4% overall increase is in line with Railway Age's own prediction of a 12% increase (see page 22).

Commodities for which second quarter increases are predicted are the following:

Ore and concentrates, 63.9%; cotton seed, soybean-vegetable cake and meal, excluding oil, 50.8%; iron and steel, 47.9%; vehicle parts, 28.7%; citrus fruits, 21.7%; agricultural implements and vehicles other than automobiles, 11.5%; metals other than iron and steel, 11.2%; lime and plaster, 10%; coal and coke, 7.3%; paper, paper board and prepared roofing, 6.7%; livestock, 6.2%; lumber and forest products, 5.5%; fertilizers, all kinds, 5.5%; frozen foods, fruits and vegetables, 5.4%; gravel, sand and stone, 5.4%; chemicals and explosives, 4.8%; cement, 4.7%; brick and clay products, 4.5%; petroleum and petroleum products, 4.5%; fresh vegetables other than potatoes, 3.8%; flour, meal and other mill products, 2.2%; poultry and dairy products, 1.9%; all grain, 1.6%; hay, straw and alfalfa, 1.3%; salt, 1.3%; automobiles and trucks, 0.9%; food products in cans and packages, 0.7%; fresh fruits other than citrus, 0.1%.

Commodities for which decreases are estimated are these:

Cotton, 7.1%; potatoes, 3.8%; sugar, syrup and molasses, 0.4%; machinery and boilers, 0.1%.

ley, corn, oats, rye, soybeans or wheat from Buffalo to Atlantic ports. The rate would apply on ex-lake grain received at Buffalo and contracted in a minimum amount of 100,000 bushels for immediate shipment via rail. Carload minimum weights would be 120,000 on corn, rye, soybeans or wheat; 110,000 on barley; and 100,000 on oats. Marked capacity of the car would govern in the event the carrier was unable to provide high-capacity cars. The Buffalo proposal also offered a single carload rate of 19 cents per cwt.

Chicago interests also urged new export adjustments, from points in Michigan, Indiana, Ohio and Kentucky to Chicago on the same basis as the proposed adjustment on shipments to Atlantic ports.

Next step for the eastern roads will be a review of the proposal in light of the criticisms brought out at the Chicago meeting. As they stand, the proposed rates are "very marginal, very close to out-of-pocket costs," according to E. V. Hill, chairman, Traffic Executive Association, Eastern Railroads. The carriers, he noted, are faced with the problem of trying to stay in the grain transportation business in competition with the Seaway.

This current proposal, he said at the outset, "is not a hit-or-miss proposition. It may not be satisfactory to all, but it's honest. It fits in with the facts and the mathematics as they exist better than any proposal I've seen."

Rate Cuts Assailed

While eastern railroads were inviting comment on their grain rate proposals, their intentions were coming under fire from Seaway shipping interests.

G. H. Weiss, director of cargo promotion of Great Lakes Overseas, Inc., put it this way in a statement prepared for delivery at the 14th annual Cleveland World Trade Conference:

"I have the strongest doubts that all of the important eastern railroads favorably regard any freight rate slashing program such as has been indicated by Mr. Hill [E. V. Hill, chairman, Traffic Executive Association, Eastern Railroads]. Also, I have equally strong doubts—and with good reason—that the southern and western railroads view the St. Lawrence Seaway as a potential death-dealing competitor—but rather as an important, constructive addition to the American transportation plant that will improve the economy of the regions they serve and contribute substantial benefits to their well-being.

"Our eastern railroad friends should have their attention called to the plain fact that what they propose to do in combating the competition of the St. Lawrence Seaway will not be received in good spirit by the many seaboard steamship lines that have already come into or which this season will come into the Great Lakes seaway trades . . ."

These lines, Mr. Weiss said, have provided the railroads with thousands of carloads of export and import freight. He challenged the eastern roads' spokesman to "publicly declare intention of the eastern railroads to frustrate the programs of these steamship lines with whom they have had most friendly and profitable relations over many, many years."

Watching Washington *with Walter Taft*

• **THE ICC FAVORS** legislation which would give it authority to prescribe rules for the operation of track motor cars. The Commission has so advised Senator Magnuson, chairman of the Senate's Interstate Commerce Committee. He heads a list of 19 senators sponsoring a bill to enact such legislation.

CONTINUANCE OF ACCIDENTS convinces the Commission that currently-effective operating rules, which were recommended by the AAR and adopted by a majority of its member roads, "are inadequate to provide the necessary protection, or they are not being properly enforced by the carriers." In the past 10 years, track motor cars have been involved in 72 collisions in which 94 persons were killed and 176 injured.

• **FATE OF GUARANTEED RATE** proposed by the Soo Line will be known this week. April 10 is the effective date of the tariff which publishes the rate. It offers a 17½% discount to a shipper who guarantees to ship 90% of his tonnage by rail. The guaranteed rate of $10.05 per ton (compared with regular rate of $12.18) would apply on wrought iron pipe and tubing shipped from Sault Ste. Marie, Ont., to Chicago.

PROTESTS of associations representing truckers and water carriers are before the Commission. They profess to fear that such an "agreed charge" would be a "weapon of destruction" which the railroads "will use effectively" to exclude competing modes of transport from sharing the business at stake. They ask the Commission to throw out the tariff as "illegal," or at least to suspend it for hearing.

• **CAPITAL EXPENDITURES** this year will be slightly less than 1958's. That's the outlook on the basis of estimates the ICC has from 108 of the 113 Class I line-haul railroads. The 108 now plan 1959 expenditures of $698,525,041, down 0.2% from the $699,974,473 they spent last year. The five roads which submitted no 1959 estimates made 1958 expenditures of $38,063,718.

• **OIL FOR DIESELS** remains by far the railroads' best fuel buy. The ICC's Bureau of Transport Economics and Statistics calculates that the 1958 yield was 5,334 gross ton-miles per dollar spent for diesel fuel. Next came coal for steam locomotives and oil for oil-burning steamers where a dollar bought 3,365 and 3,050 gross ton-miles, respectively. Lowest yield was 2,641 gross ton-miles per dollar spent for current to drive electric locomotives.

ONLY ABOUT THREE PER CENT of the road freight service remains undieselized. Latest ICC check shows diesels handling 96.78% of the gross ton-miles. Coal-burning steam locomotives are handling less than 1.5% and electrics only about 1.66%. The oil-burning steamer is about out of business, its share having dropped to close to half of one per cent.

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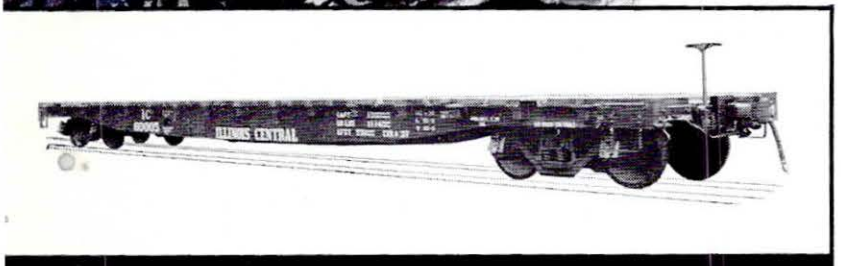
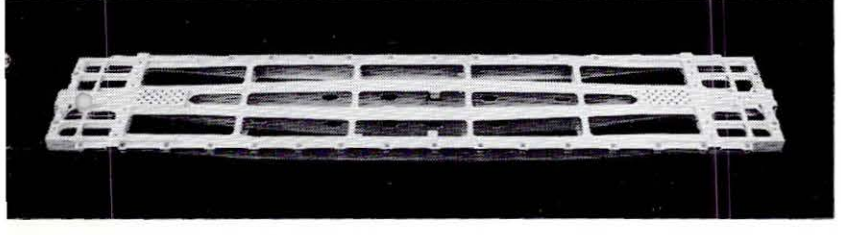
Many progressive railroads make repeated investments in Commonwealth one-piece cast steel underframes and interlocking end bulkheads for flat cars, because they have proved profitable in performance... highly versatile in load-handling.





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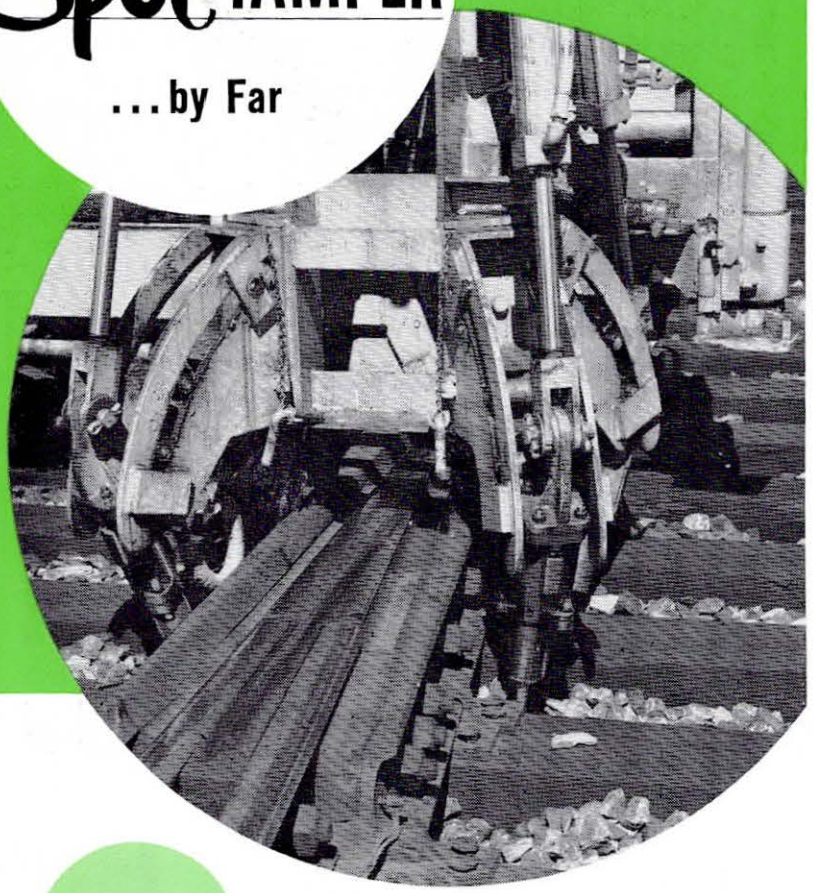

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Baltimore, Md.

To the Editor:

The speed of your reporting and of your company's printing amazes me. Today's issue of Railway Age (March 23) contains a complete report on last week's meetings of RSPA. This is indeed an accomplishment in the face of the time demand.

I also want you to know that I think you did a fine job of reporting. Congratulations.

B. E. Wynne, Controller
Western Maryland

Featherbedding

Wellsville, N.Y.

To the Editor:

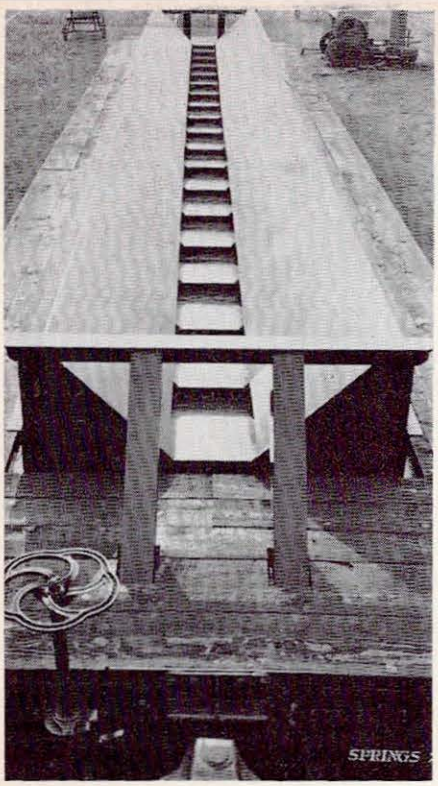
I believe Railway Age has reached a new high as spokesman for the railroad industry. The vigorous presentation of controversial matters and the revitalized format continues to gradually break down my lethargy towards desiring to do something for the industry. May railroad officials . . . also start to stir from their inertia.

The extremely justified attitude towards featherbedding is certainly going to be a hot issue, and one on which I fully agree with Mr. Loomis. However, I wonder if Railway Age could not blunt the attack on labor by pointing up some of management's weaknesses towards labor. Your Feb. 16 issue, for instance, proves that maintenance of way gangs can have steady employment if management makes an effort ["B&M Works Track All Winter," RA, Feb. 16, p. 22].

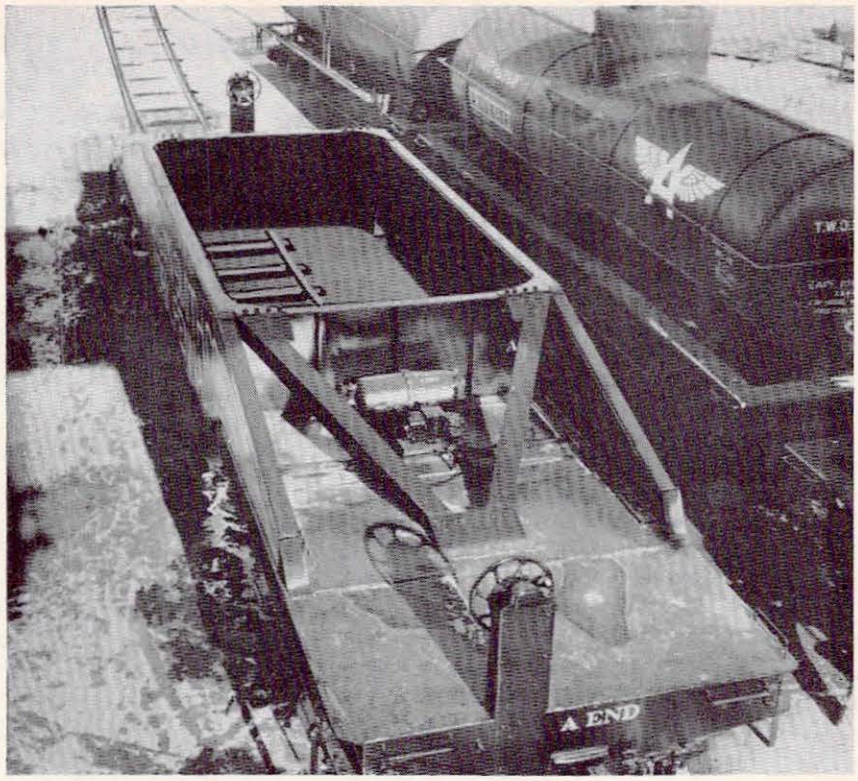
Another weak point towards labor are the long hours away from home of train service personnel and the fact that they can be called at any hour. In years gone by, before scientific management, electronics, and other improvements, this problem could not be rectified. But I wonder if the time is not now ripe to work toward eliminating these undesirable characteristics . . . The elimination of featherbedding would so reduce train cost per mile that trains could be run on schedule (all of them, not just the hot shots) with no waiting for tonnage . . . Also, why not have a crew handle a passenger train one way and a freight the other if that would reduce a layover?

Better service to the customer, better hours for labor, and better working rules for management. Everyone will win!

Thomas T. Taber, 3rd
Editor of Publications
Railroadians of America



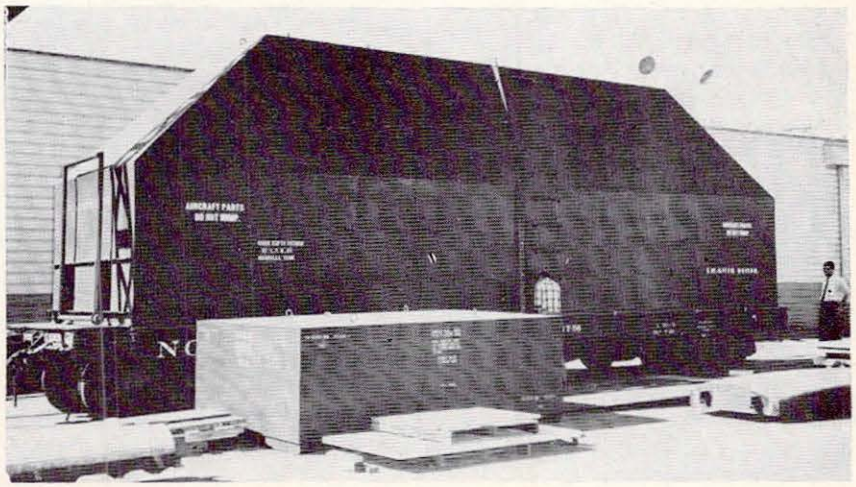
STEEL PLATE COILS up to 16,000 lb can be handled by this Southern Pacific flat with cradle. Crane can load car in 10 min, unload in 5 min. Cradle is 5½ ft wide, 2 ft 3½ in. deep, has 45-deg interior angle. SP has 190 cars in service; 25 more are being built.



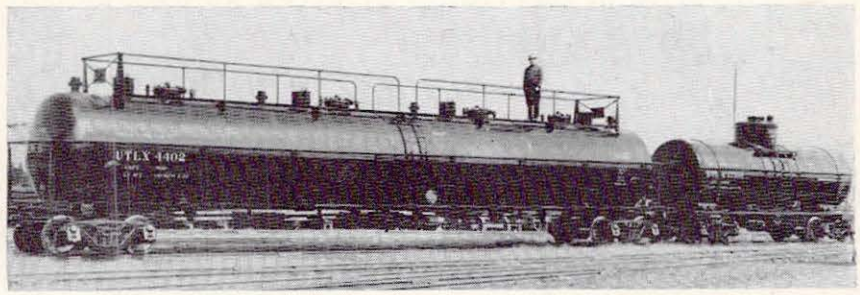
REMOVABLE SIDES of girder type well-hole car permits loading and unloading of large generators where crane headroom is limited or by jacking. Built by Rail and Industrial Equipment Co., Inc., 50-ft car has 325,000 lb capacity. Six-wheel trucks have 7-in. by 14-in roller bearings.

Special Cars: From Coils to Oils

SLIDING HOODS protect shipments of Convair jet airliner empennages in this car designed by Nashville Div., Avco Mfg. Corp. For loading or unloading two hood sections are unbolted, then pulled apart. Small wheels riding tracks support sections as they overhang car ends. Each section is 18 ft 6 in. long, 9 ft 5 in. wide, 12 ft 2½ in. high, weighs 2,200 lb. Car is used in service between Nashville and San Diego. Hoods are vented, waterproofed.



JUMBO TANK CAR built by Union Tank Car Company has 21,800 gal capacity. Claimed to be world's largest, car is 67½ ft long, 14 ft 8 in. high. Each car has four compartments of 5,450 gal each. Four cars will carry lubricating oil for Pennzoil Div., South Penn Oil Co., Rouseville, Pa., to St. Louis.



This Automated Shop Processes

Using as few as four men, the new shop brings modern automation to an important area of equipment maintenance. Savings stem from increased output, reduced manpower needs.

The completely automated wheel shop diagrammed below figures to cut the cost of processing freight car wheel sets by at least 50%.

Consolidated Machine Tool Co., a Rochester, N. Y., firm, took the wraps off its new machine a few days ago. The tool offers big cost-saving possibilities to railroads—both in reduced manpower requirements and in sharply increased production.

Example: One Eastern road with its present well equipped but not automated wheel shop says it now requires 3½ man-hours to machine and assemble each wheel set.

By comparison, the new automated shop will produce wheel sets at the rate of ⅓ man-hour per set.

With output like this, the investment required to install the new setup becomes less of a hurdle.

The automated shop goes a big step beyond what has been current practice in organizing wheel shop operations. In place of rearranged machines and step-by-step conveyors, the new shop makes everything, except inspection, automatic—handling between operations, loading and unloading of machines, and the machining operations.

One-Man Control

Capacity is 100 wheel sets each 8 hr. To do that, this equipment is used: one 600-ton dismounting press; three axle lathes; one burnishing machine; two car-wheel borers, and one 300-ton mounting press.

All units are connected by conveyors and transfer mechanisms. An operator at a central console board needs only to monitor the diverse operations. The entire system, with the exception of the dismount press and a Magnaglo inspection station, is normally under the control of an operator at the master console panel—this panel being elevated to give a clear view of all the components.

Actually, lamps and interlocks indicate the progress of the operations and protect them, so it isn't necessary that the operator see them. Moreover, local controls are placed at each individual machine and on each individual conveyor or transfer unit. These local stations are not normally used except for maintenance or tool changing.

How Shop Works

Wheel sets coming to the shop are delivered to the dismount press. Here, an operator checks axles to determine if they can be reused. He also classifies removed wheels either for scrapping or reuse.

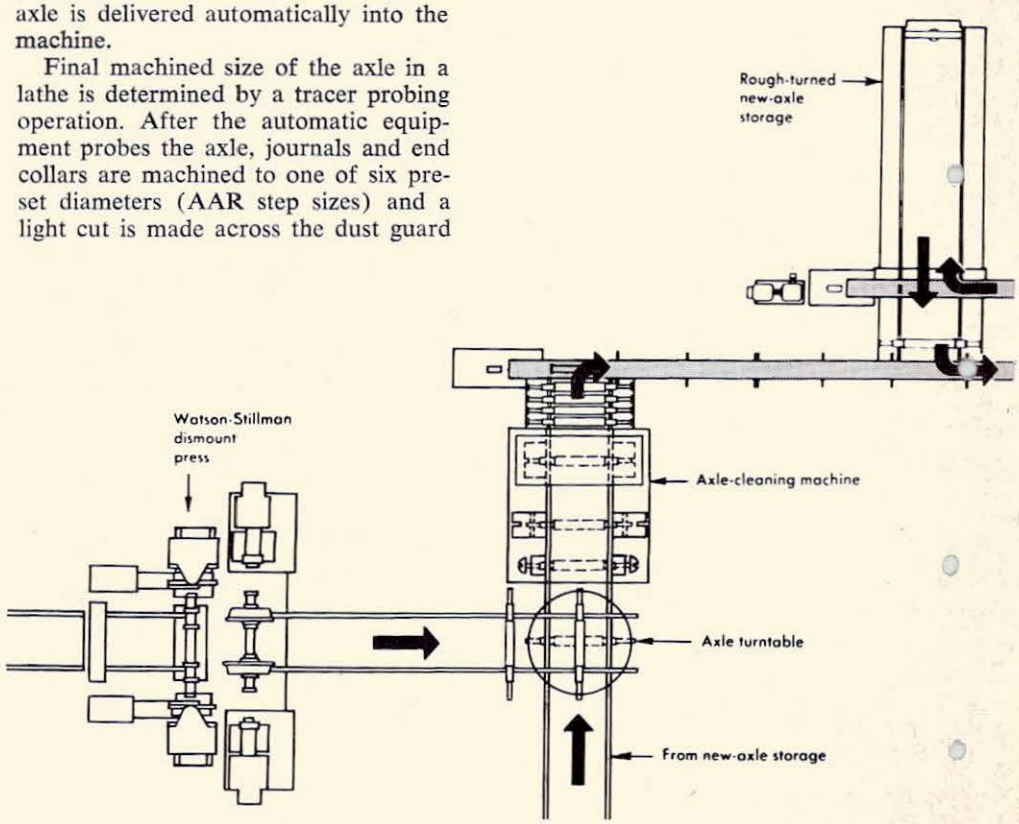
Axles found suitable for rework are delivered to a cleaning machine and then to a classified storage rack where they are held until axles of that classification are required in the system. When that time comes, an axle is delivered via conveyor A (diagram) to one of the three lathes. Selection of the proper lathe is automatic—a preference signal system indicates the lathe requiring additional material first and the conveyor then operates to supply that particular machine. At the lathe, the axle is delivered automatically into the machine.

Final machined size of the axle in a lathe is determined by a tracer probing operation. After the automatic equipment probes the axle, journals and end collars are machined to one of six preset diameters (AAR step sizes) and a light cut is made across the dust guard seat and wheel seat to clean them up.

All three of the axle lathes can also be set up to rough machine new axles before they are conveyed to a special storage rack pending use. Later, when new axles are taken from this storage rack, they are processed in the same manner as reworked axles.

The complete cycle for remachining of most axles is 10 minutes. The single burnishing machine operates at a speed which makes it possible to handle the output of all three axle lathes. Axles come to the burnishing machine via conveyor B, and its loading cycle is similar to that of the lathes. Hydraulic controls govern the burnishing machine's 40-sequence operations. That is what is required in rolling end collars, journals, dust-guard seats and wheel seats.

Incidentally, it has been found necessary to burnish the wheel seats to make the operation of a completely automated line satisfactory. By producing a



100 Wheel Sets in 8 Hours

uniform surface here, it is necessary only to vary the wheel bore diameter to control mounting pressure.

After an axle is handled through the burnishing machine, conveyor C moves it toward final assembly via the Magnaglo inspection station. At this point the conveyor is controlled manually by the inspection-station operator. That's because the Magnaglo magnetic particle inspection is a manual operation and the inspector here must direct axles to a reject rack or send them on for mounting.

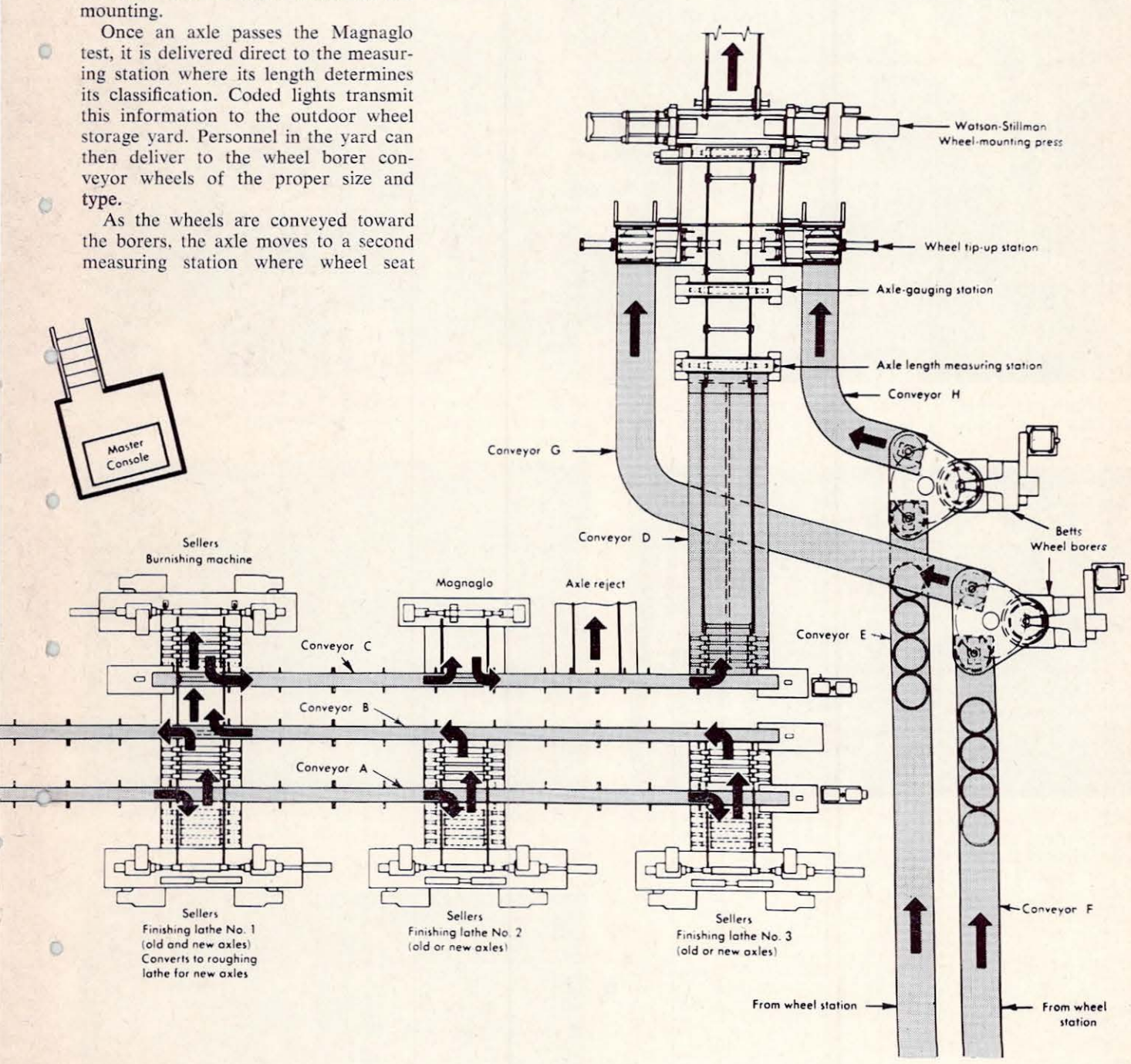
Once an axle passes the Magnaglo test, it is delivered direct to the measuring station where its length determines its classification. Coded lights transmit this information to the outdoor wheel storage yard. Personnel in the yard can then deliver to the wheel borer conveyor wheels of the proper size and type.

As the wheels are conveyed toward the borers, the axle moves to a second measuring station where wheel seat diameters are determined individually and automatically.

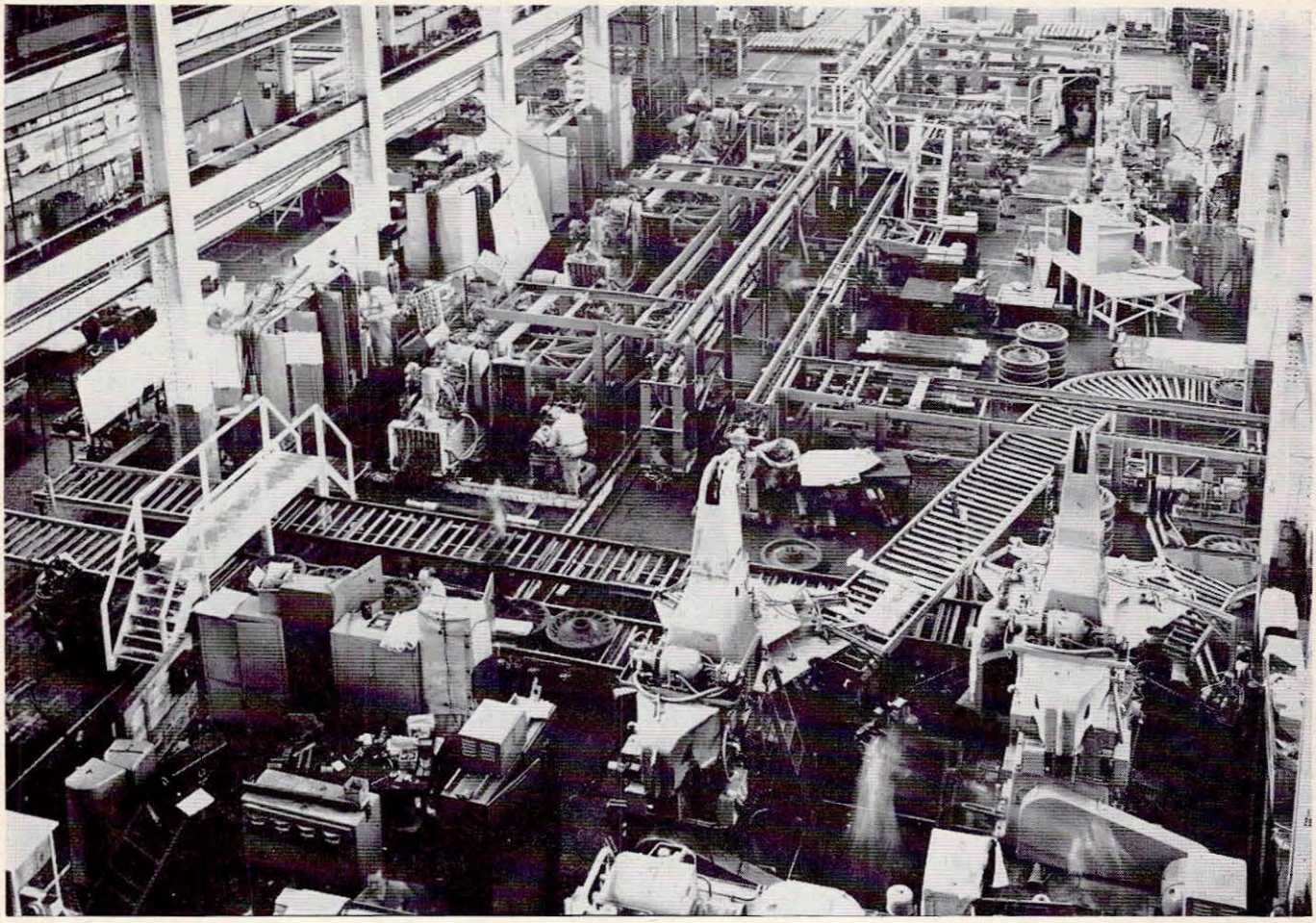
An electronic calipering device at this station transmits signals to the wheel borers. Upon receipt of its signal, each borer goes through a cycle which involves automatic loading, chucking, boring, unloading and delivery to conveyors that lead to the mounting press.

Meanwhile, the axle passes from the measuring station over a lubricator which applies white lead to wheel seats. The wheels, moving up conveyors G and H, arrive at a pair of tip-up stations which place them in position for mounting.

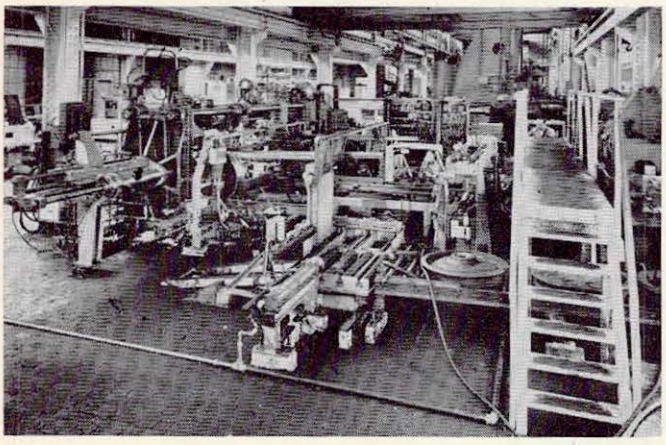
The axle is automatically brought into the press. Wheels are positioned on the mounting press jacks and arms project through their bores to pick up the axle on centers. The first wheel is mounted with a fixed relation to one-half axle length and the second wheel is mounted to gage.



PHOTOS OF NEW SHOP ON FOLLOWING PAGE ►



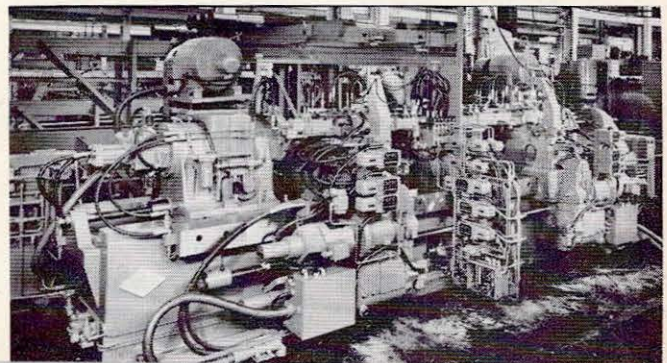
AUTOMATED WHEEL SHOP was set up in Consolidated Machine Tool shop prior to its delivery. Layout was made to fit an existing building and can be varied readily. The two wheel-boring machines are in right foreground.

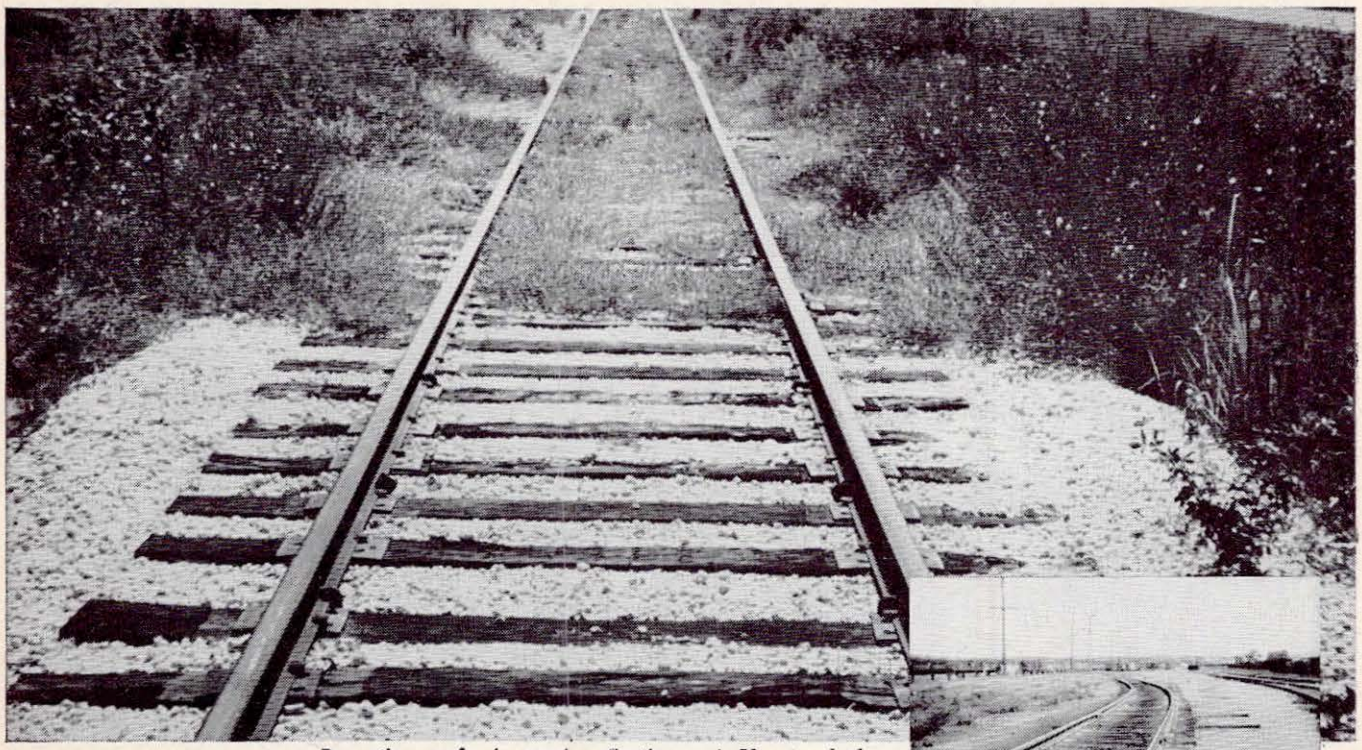


WHEEL MOUNTING marks completion of production. In mounting press at left, wheels are assembled with the axle for which they were produced.

CONTROL CONSOLE for entire wheel shop includes individual controls and indicator lights for each machine and conveyor.

AUTOMATION of major machine tool like this axle lathe involves complex series of hydraulic controls. Probing mechanism forms the template, which is electrically traced.





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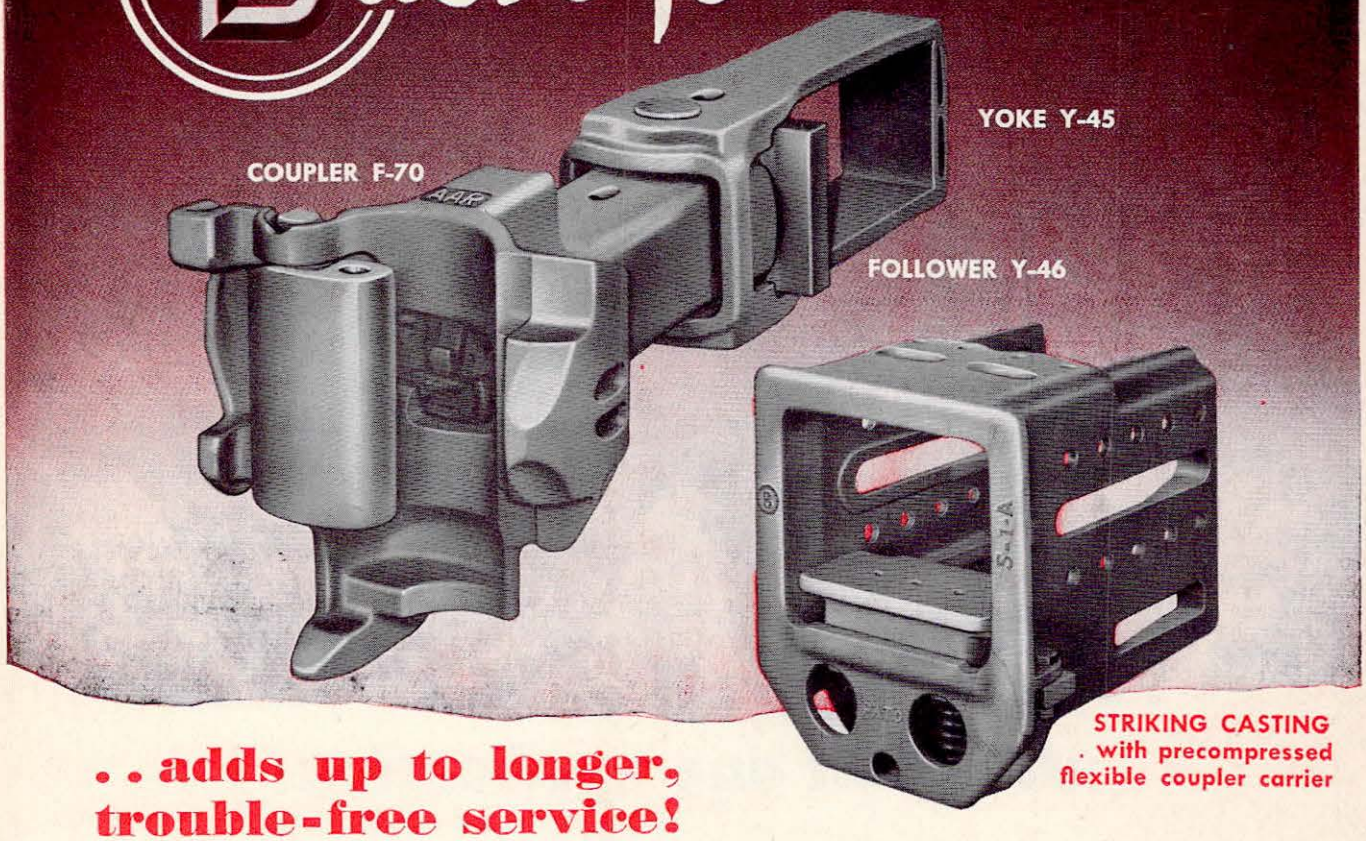

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How Railroads Can Prosper

Railroad service is economically superior to other transport methods for much of the available traffic. That's one basic finding of a study just completed by four economists.* Their study is the most comprehensive and rigorous analysis yet to appear of the comparative costs of the various types of transportation.

Whether railroads will get that share of traffic is problematical. It depends on their vigor in getting out of (or pricing themselves out of) service that is uneconomic for them. It also depends on railroad energy and skill in pricing competitively wherever relative costs are in their favor. Radical changes in regulatory policy would be required. Such changes would allow free competition to do most of the regulating.

Piggyback service, the four analysts say, should displace low-density industrial sidings, and is more economical than over-the-road trucking. There's little economic justification, they add, for most truck hauls longer than 200 miles.

The initiative for this pioneering study on transport competition came from President Norris Crump of the Canadian Pacific. Some three years ago he commissioned a group of economists at Harvard to study the various problems confronting the Canadian economy—and of the Canadian Pacific in particular.

In general, what he wanted to know was what the CPR's position as a transportation company would probably be in 1970. To work with this group of economists, Mr. Crump named a companion group of CPR officers—serving to expose the academic analysts to practical criticism; and to acquaint railroad officers with the methods of advanced economic analysis.

The present book is an outgrowth of this investigation.

The authors have developed a novel method of mathematical analysis of costs, which they explain fully. Their findings as to comparative costs, however, and their conclusions, are expressed in simple English and simple arithmetic. Here are a few samples of the authors' conclusions:

- The "long-run marginal cost" of railroad freight service in 1958 was 9 to 10 mills per ton-mile (including capital costs). The "best estimate" of long-run marginal costs of trucking run between 4.6 and 5.1 cents per ton-mile. With truck costs thus 4 to 5 times rail costs, it is the "irrationality of the railroad rate structure" that has diverted so much freight traffic to the highway.
- Similar marginal costs of inland waterway transportation average only 2 to 2½ mills per ton-mile. But such transportation can move only in large volume. Moreover, it's slow.
- These "inventory costs" are also an important consideration in rail vs. truck competition. Saving in transit time is an appreciable cost factor when value of goods is high. Railroad rates must be about 15 per cent lower than truck rates on manfactured goods to offset the difference in inventory and storage charges—comparing movement in 40,000-lb rail carloads with 20,000-lb truckloads.
- Because of this "inventory cost" factor, high-value goods should be rated low by the railroads, rather than be charged premium rates, as usually now happens.
- Line-haul costs of piggyback movement are only about one-third the cost of line-haul by truck.
- It's cheaper for railroads (considering line-haul costs only) to transport loads of 40,000 to 50,000 lb and up by box car, but loads less than this should be piggybacked. Savings in railroad terminal expense from piggybacking are inadequately emphasized. Piggyback has rendered obsolete a lot of light-density industry sidings, which can often be served far cheaper by piggyback than by switch engines.
- Piggybacking invites radical simplification of railroad operations.
- In transporting petroleum products, pipelines get down into the cost range of 2 mills or less per ton-mile where large quantities of dependable tonnage are involved—usually below railroad possibilities. Pipeline movement of other products (such as coal) shows interesting potentialities.
- Comparative costs appear to favor planes over trains for the longer hauls in passenger service—but plane service is not economical for shorter hauls.

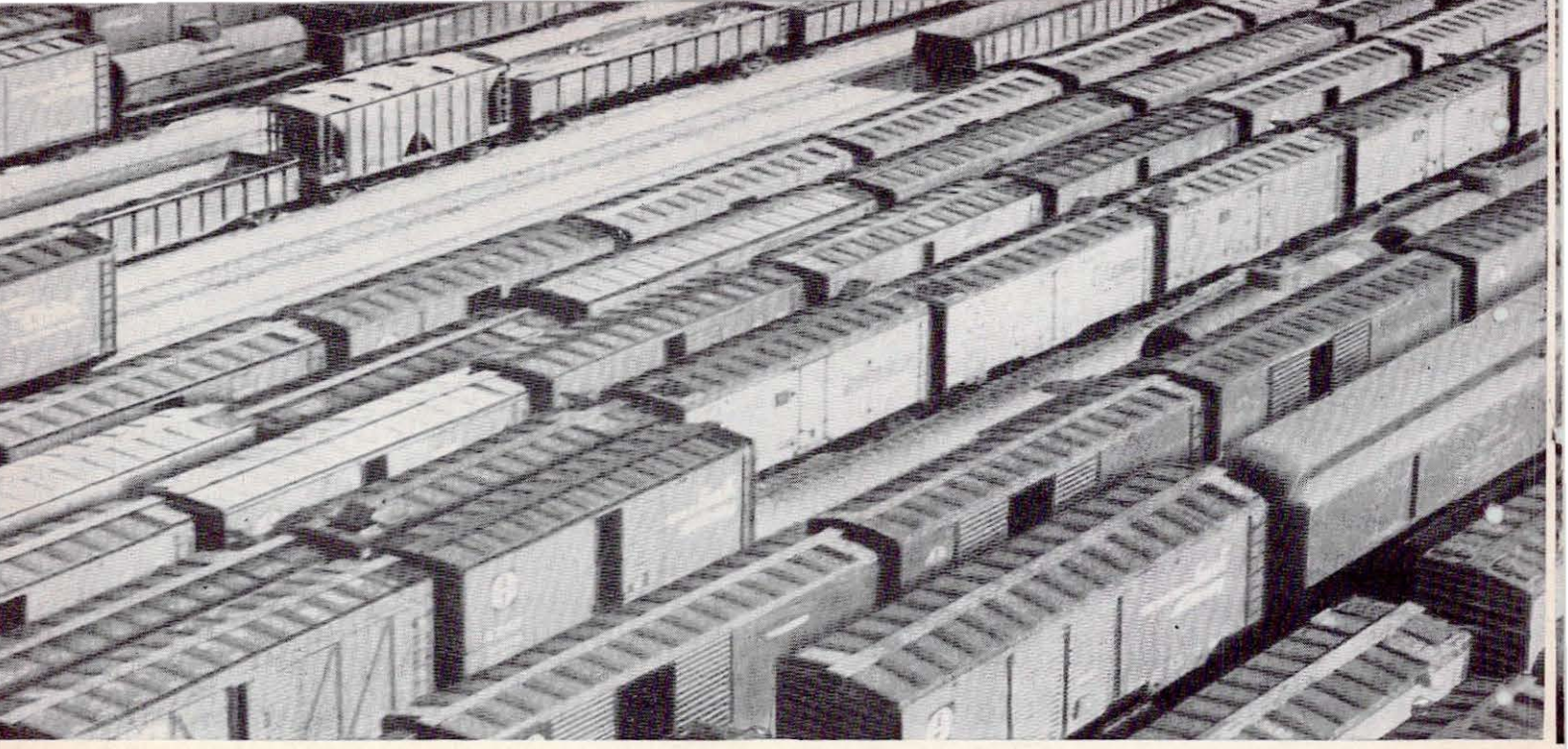
The authors accept the important role waterways and pipelines have assumed in the transportation of bulk commodities, but they believe—from an economic standpoint the diversion of high-grade traffic from rail to highway has gone too far. By getting out of uneconomic services and by more realistic pricing, the railroads—in the opinion of the authors—should recapture a large volume of traffic now moving considerable distances by highway.

This would not, they say, eliminate the truck in intercity operation—because there are many particular instances where truck costs (including incidental costs to the shipper) are lower than rail. Also, they believe there is a lot of movement by rail *within cities* that could profitably be dispensed with.

What's needed to enable the railroads to regain the traffic to which they have a justifiable economic claim? The authors give three answers to that question: (1) extensive (almost complete) relaxation of rate regulation; (2) recasting rates on a basis of marginal costs, rather than on "value of service"; (3) radical revision "in the thinking of

(*Continued on page 22*)

*"The Economics of Competition in the Transportation Industries," by John R. Meyer, Merton J. Peck, John Stenason, and Charles Zwick. Published by Harvard University Press, Cambridge, Mass. Price $8.



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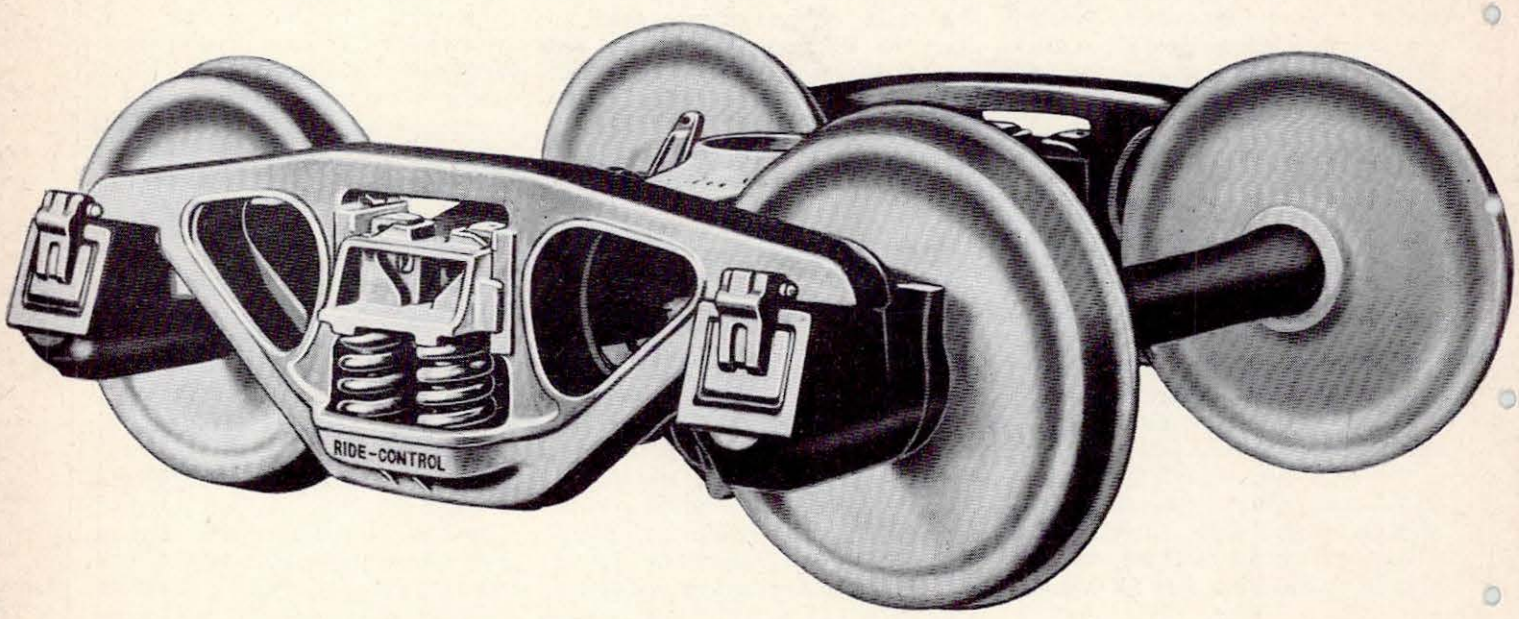

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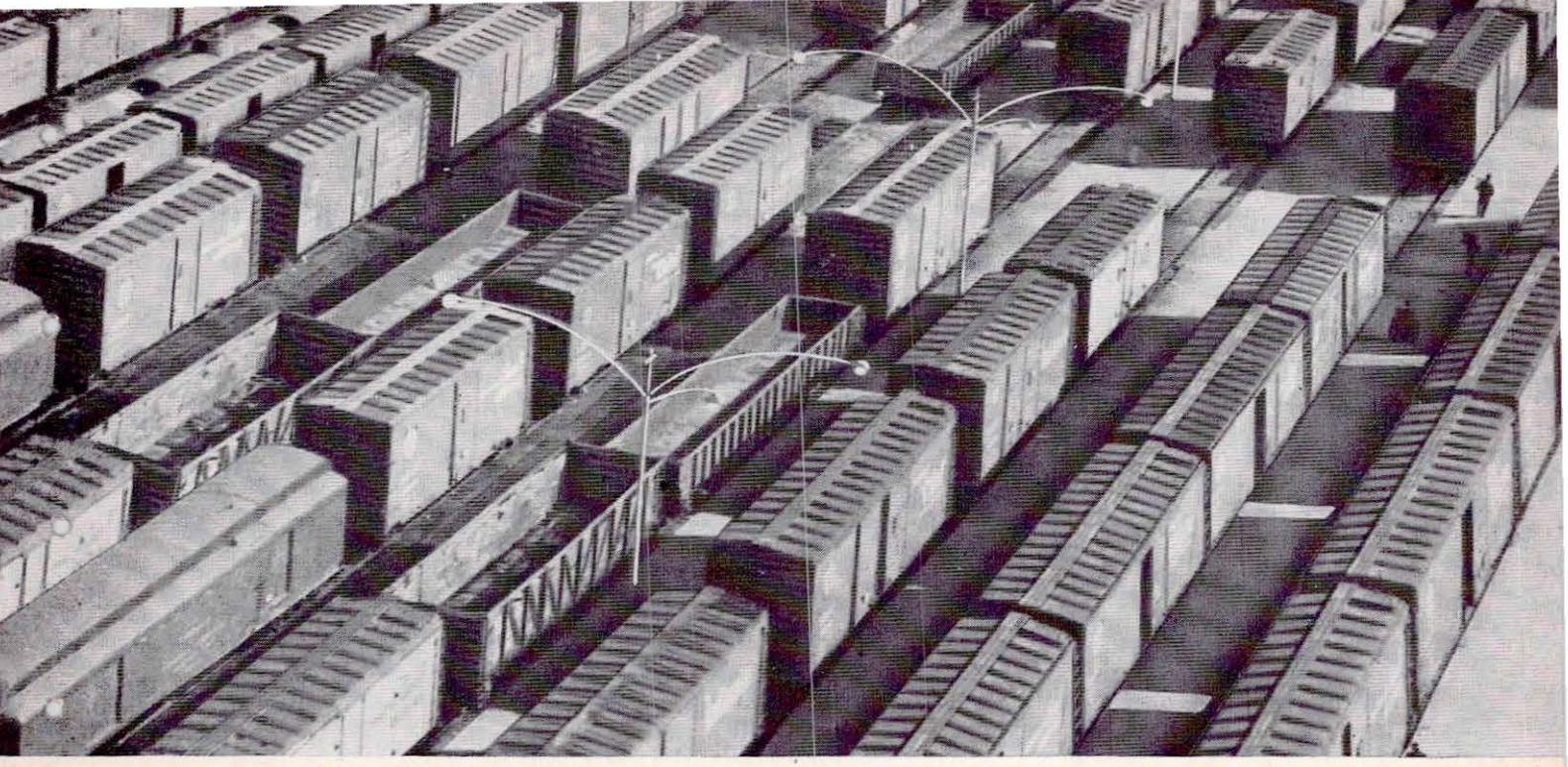

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RAILROADS CAN PROSPER

(*Continued from page 19*)

the managerial and union groups involved in the transportation industry." In other words, it's up to industry leadership, not government, to initiate the necessary changes. Here are some of the authors' observations:

- "Reform of the existing transportation establishment should begin with a reconsideration of the railroad tariff structure . . . which needs a complete re-valuation and revision."
- Pricing based on "value of service" (i.e., low profit margins on low-value goods, high profit margins on valuable goods) was probably a sound policy during the period of railroad monopoly.
- But this pricing policy was continued after the conditions which made it feasible and effective had vanished. New carriers (e.g., trucks and water carriers) came along—and *they have concentrated their competitive efforts not on traffic where they have a cost advantage, but on the traffic the railroads have most discriminated against by value-of-service pricing.*

"To a significant extent today each carrier handles traffic which on a relative cost basis it should not handle, thus increasing costs and reducing profits. Furthermore, by increasing transportation costs, the transportation burden on the economy is increased by value-of-service rate-making. This, in itself, is a serious indictment of a rate-making system."

- Right at the time when railroad rates should have been changing from a value-of-service to a cost basis, the value-of-service principle has, as a matter of fact, been used more intensively rather than less so. The traffic not subject to competition from other carriers bears the lowest "mark-ups" (above out-of-pocket costs).
- "It was only in the ICC period that the present elaborate system of price discrimination evolved. It was the ICC which legalized, legitimized, and systematized value-of-service rate-making."
- Some small degree of use of price discrimination is justified—to achieve full use of carrier investment.
- "A detailed knowledge of the relative costs of the different carriers is needed in order to obtain a minimum cost solution to the transportation problem."
- "Railroads should be required to make piggyback services available to all truckers (private, contract and common alike) on a common carrier basis."

90-Day Outlook . . .

Carloadings Are on the Mend

By J. W. MILLIKEN
Director Of Research
Simmons-Boardman Publishing Corporation

Railroad carloadings in the second quarter of 1959 should total about 8.2 million. This will be an increase of about 900,000 cars, or 12%, from 1958 levels for the corresponding period.

This outlook, which appears favorable at first glance, has one drawback: the 1959 increase will be from a low base.

Some bright spots are evident, however. Ore movement on the Great Lakes, a little late starting this year, will still run ahead of 1958. Forest products, coal and coke, and miscellaneous commodities all promise further help on the plus side during the next 90 days.

Piggyback loadings, though still a small part of total railroad traffic, undoubtedly will continue their upward climb in the weeks ahead.

Recently it has been obvious that a number of roads have underestimated the demand for TOFC service by wide margins. This has put them in the unenviable position of having to turn down traffic because of equipment shortages. Nevertheless, piggyback carloadings so far this year are up about 52% from the corresponding 1958 period. Again, this is partly because they're measured against a relatively low base.

New roads supplying piggyback service are also helping swell loadings totals. About the only question still open to argument in TOFC operations is that of profitability. On that score, there are a few veteran piggybacking roads that still have reservations.

Back at the beginning of the year (RA, Jan. 19, p. 48), we estimated that carloadings during the year's first quarter would be up about 500,000 over 1958. As this is written, with two weeks' loadings still to be reported, 62% of that gain has been realized. Currently, loadings are up 5.2% (311,000 cars) from 1958, but the rate of increase is accelerating.

This turn for the better has been overdue. Railroad traffic has not gone up as fast as either the economy generally or the traffic of common carrier truckers. One reason for this has been the peculiar nature of the business "recovery." While non-durable item production (a great source of truck traffic) has been reaching new highs, the production of heavy goods has continued to lag behind 1956-1957 levels. Minerals, primary metals, fabricated metal products and machinery, all prime sources of railroad business, have found the recovery slow or spotty. Some improvement is being reported currently but it may actually be another three or six months before the outlook clears for these segments of the economy.

Of course, the railroads themselves are making an increasingly larger contribution to the higher levels of industrial production. Car repair programs and orders for new cars both are on the increase. In the latest month for which almost complete figures are available (December) railroad purchases were about $111 million. Early figures indicate that January buying of fuel and operating supplies may have totaled $120 million or more, climbing toward that $135 million per month rate we forecast for the second quarter of this year.

Orders for freight cars so far in 1959 apparently have outstripped most people's expectations, including ours. Just how much of this is in anticipation of a possible car shortage later in the year is hard to judge. Certainly plenty of railroad and industrial traffic people have been vocal about that prospect. For the moment, however, there seems to be little trouble, except in spots and for top grade equipment. And with repair programs being speeded up generally, there would seem to be little cause for immediate alarm. If second-quarter loadings go no higher than we have anticipated, serious car shortages should be deferred at least until after mid-year.

Are You Ready For Floods?

No disaster ties up railroad operations longer and more thoroughly than a flood or washout. Railroads in Ohio and Indiana got a refresher lesson in this just a few weeks ago.

Where the next flood may strike is unpredictable. But some things are certain. If facilities are washed out they must be restored. The cost of repairing the damage will be high. Delays to traffic only add to the bill.

That's why, with spring rains in the offing, it might be wise to check your road's flood preparedness. A quick list of things to look for is in the box at the right.

A railroad can't outguess where a flood will strike, but its officers can be alert to conditions apt to cause one.

A quick spring thaw, for example, can turn loose moisture that's been locked up in snow and ice. When that threatens, it's always wise to alert trackmen and bridgemen to be on the lookout and notify headquarters if conditions get hazardous.

Heavy and continued rainfall is another case. Soaked earth erodes easily—including railroad grade. A severe storm can build up water a lot faster than track openings can carry it away. When that happens it goes over the track at the lowest point and flushes away ballast. That lowers the flow line, more water rushes through. Result: a gaping hole in the embankment.

An emergency like that calls, first of all, for putting the road's train-detour plan into effect. Simultaneously, engineers must tackle the repair job.

Just in case, it's always good precaution to have ample cribbing material on hand. That's one way to speed the job of getting the line back in service. Sand bags are essential. Some roads store them on each side of possible flood areas so they'll be handy.

Don't overlook large plastic sheets as another aid. Anchored to sand bags or the embankment at their upper ends, and fastened to grain doors or other buoyant objects at their lower ends, these sheets are excellent for breaking up wave action.

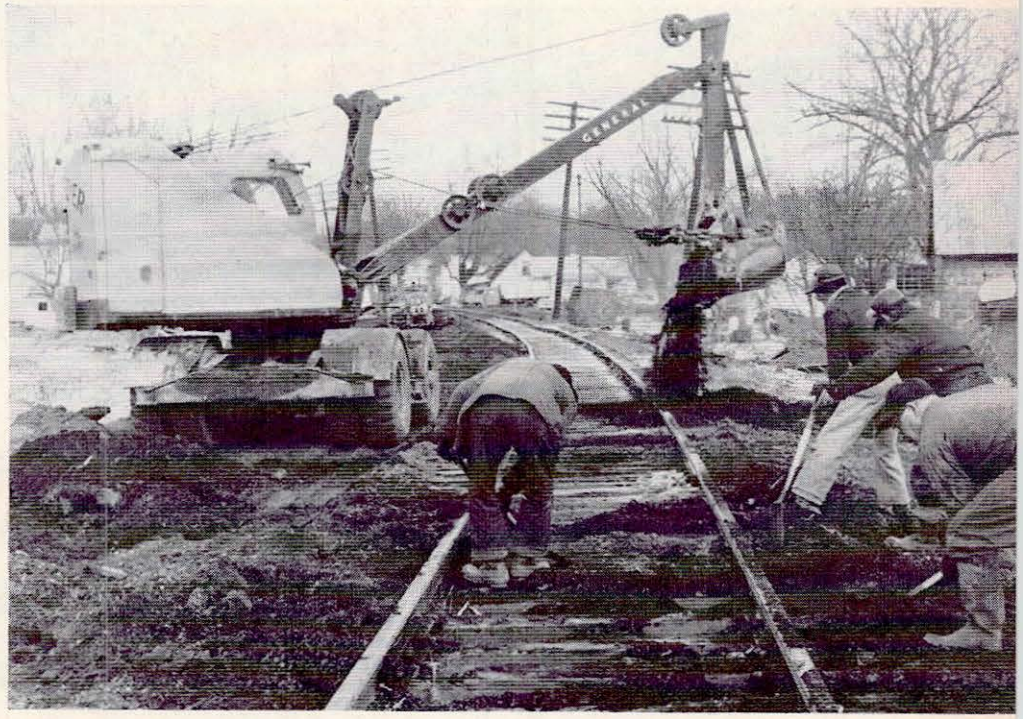
Most roads keep a list of grading contractors, along with their equipment, who can be called on in an emergency. Is your list up to date?

And there's one general practice that's always good. If flood conditions build up, local maintenance officers should be on the alert—on duty or where they can be reached quickly.

This much is sure about washouts: when flood season arrives it's too late to do anything but watch and wait.

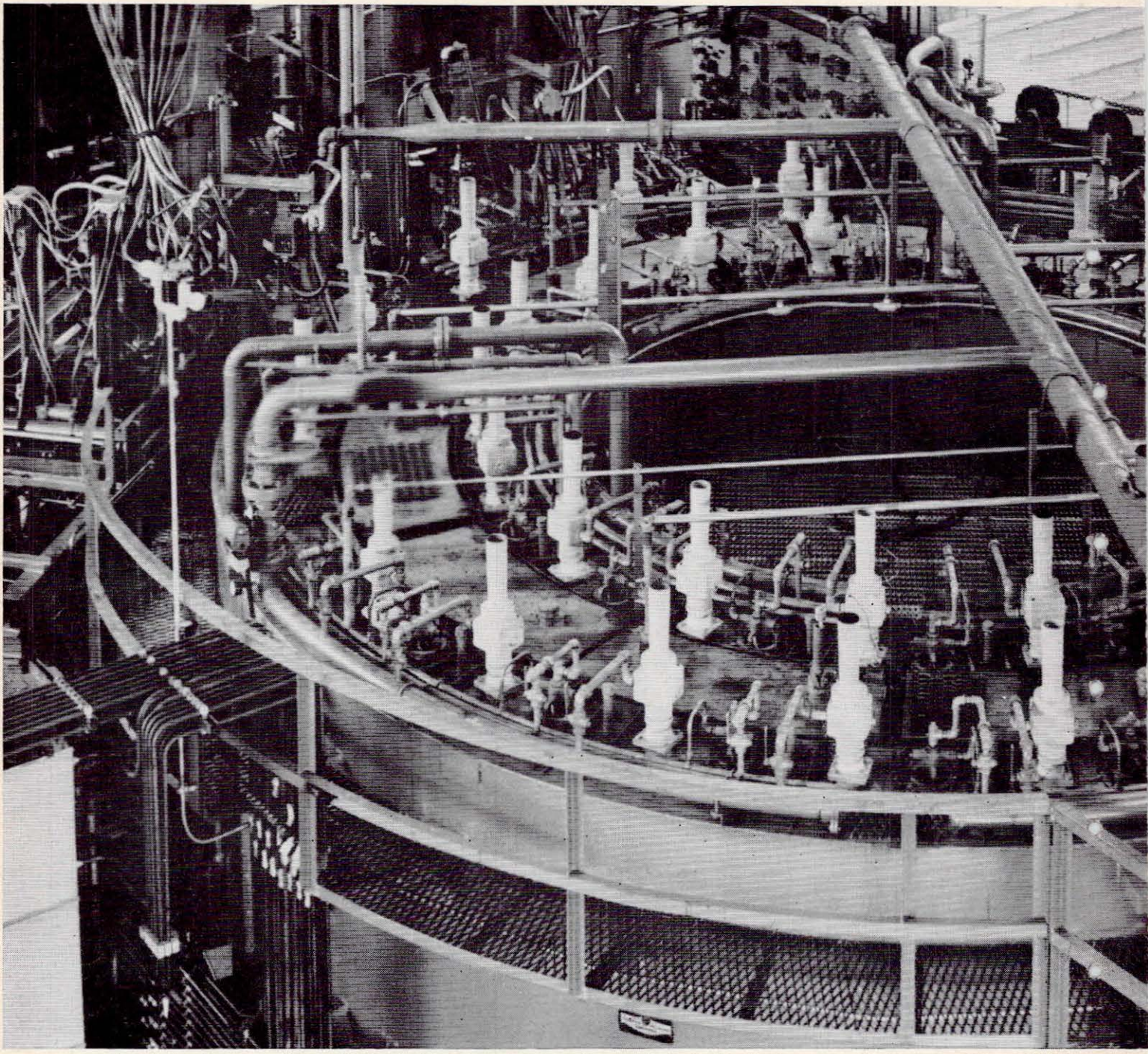
EIGHT KEY RULES FOR FLOOD PREPAREDNESS

- √ CLEAR STREAMS OF DEBRIS NEAR TRACK OPENINGS
- √ KNOCK OUT ICE JAMS NEAR ANY BRIDGE OR CULVERT
- √ STORE SAND BAGS, OTHER AIDS, NEAR DANGER SPOTS
- √ DON'T LET PILING, TIMBER INVENTORIES SLIDE
- √ ALERT FORCES ON QUICK THAWS OR EXTENDED RAINS
- √ UPDATE LIST OF ON-LINE CONTRACTORS, EQUIPMENT
- √ BLUEPRINT ACTION PLAN BEFORE TROUBLE HITS
- √ KNOW YOUR LOCAL TRAIN-DETOUR PLAN



ROADBED and track being restored after 12-ft flood at Morrow, Ohio.

This is the plant that can start



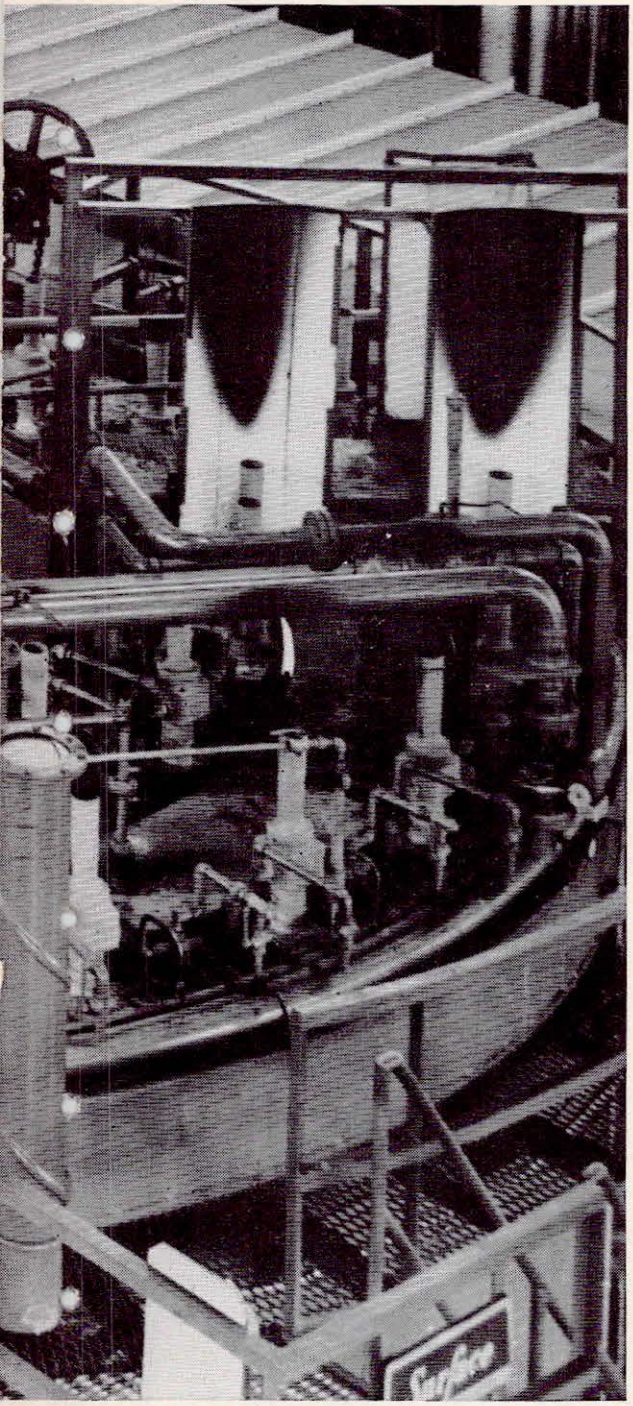
Partial view of our new railroad roller bearing plant shows giant rotary furnace. Mechanized production turns out 20,000 car-sets of Timken "AP" heavy-

BETTER-NESS rolls on

TIMKEN® **tapered roller bearings**

First in bearings for 60 years

you on your $288,000,000 a year



duty roller bearing assemblies a year. (See below.)

SAVINGS PLAN

THIS unique, new plant is ready right now to produce 20,000 car-sets of Timken® freight car roller bearings per year. If the railroads get together and plan their roller bearing purchases, keep this plant busy, their savings start rolling. And bearing industry expansion would make it possible for all freight to go "Roller Freight" in the next 15 years, save the railroads $288,000,000 per year in operating and maintenance costs—end the hot box problem.

How to Put this Plan to Work

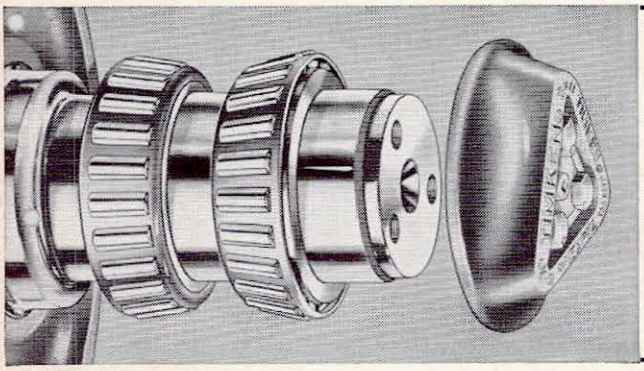
The railroads could order a specified number of roller bearings, go "Roller Freight" with a fair proportion of cars yearly. And with these cars in interchange, all the railroads will get full benefits sooner . . . will be earning a fair share of the return on their investment.

Two big benefits result. 1) By putting cars on roller bearings regularly, the railroads will keep bearing costs at a minimum. And, 2) Because they can arrange more economical shop schedules for conversion to roller bearings, they can cut costs even more.

Now is the Time

While the costs of friction bearings and many other things railroads use have been rising rapidly, the cost of Timken tapered roller bearings for freight car applications is less than it was 10 years ago! Planned, regular purchases to keep this plant in production will help *keep* bearing costs down—speed the next great step in railroading.

77 railroads and other car owners have already started the switch to "Roller Freight". They have over 30,000 cars on Timken roller bearings. As more new and older cars go on Timken bearings, the savings grow. Why not start your "Roller Freight" plan now? Standardize on Timken bearings. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable: "TIMROSCO". *Makers of tapered roller bearings, fine alloy steels and removable rock bits.*



Proof of performance. One railroad's Timken-bearing-equipped cars recently rolled over 216,000 miles each over a 3-year period *without adding lubricant.*

The TAPER makes Timken the only journal bearing that delivers maximum economies

Freight Operating Statistics of Large Railroads—Selected Items

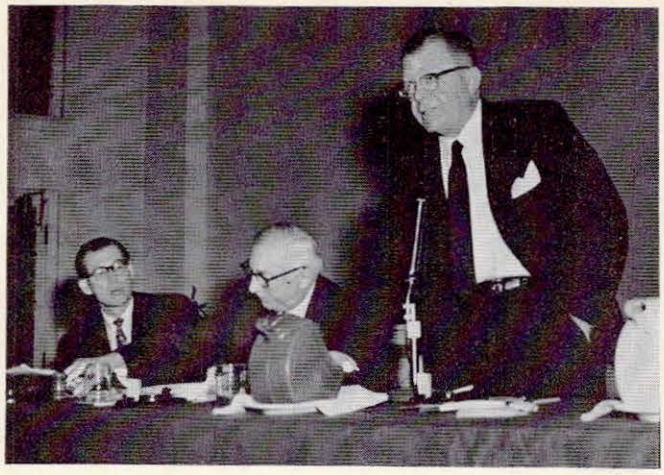
Region, Road and Year	Miles of road operated	Locomotive Miles: Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl.locos & tenders	Ton-miles (thousands): Net rev. and non-rev.	Road-locos on lines: Serviceable: Unstored	Road-locos on lines: Serviceable: Stored	Road-locos on lines: Per cent: B. O.	Road-locos on lines: Per cent: B. O.
New Eng. Region												
Boston & Maine 1958	1,559	213,243	213,283	4,099	7,385	59.5	531,576	209,687	60	16	22	22.4
1957	1,559	223,976	223,976	4,455	7,954	56.7	585,083	216,894	75	2	5	6.1
N. Y., N. H. & Htfd 1958	1,739	238,509	238,519	14,840	8,817	60.6	599,414	234,070	70	..	18	20.5
1957	1,739	236,495	236,508	15,883	9,278	60.3	633,529	246,339	80	..	10	11.1
Great Lakes Region												
Delaware & Hudson 1958	764	164,975	167,435	2,836	7,490	59.8	561,292	274,790	35	..	2	5.4
1957	764	159,270	164,883	6,474	8,053	58.9	599,488	286,519	38	..	2	5.0
Del., Lack. &Western 1958	918	232,533	239,072	14,425	9,412	61.6	670,595	279,190	54	..	8	12.9
1957	928	237,117	245,169	16,243	10,321	61.3	718,467	289,705	53	2	5	8.3
Erie 1958	2,201	507,689	510,243	15,880	26,080	65.1	1,691,185	662,693	171	..	3	1.7
1957	2,207	504,531	507,306	13,501	26,478	63.4	1,722,304	649,892	172	..	1	.6
Grand Trunk Western 1958	951	217,031	218,166	1,419	7,039	56.2	537,641	201,324	44	18	20	24.4
1957	951	239,198	247,420	1,675	7,420	56.2	555,758	210,668	48	12	15	20.0
Lehigh Valley 1958	1,116	188,665	190,946	3,447	7,903	63.1	553,710	247,595	29	..	5	14.7
1957	1,117	205,780	208,132	3,889	8,277	60.5	589,450	255,187	32	..	2	5.9
New York Central 1958	10,447	2,097,741	2,106,989	86,193	79,836	54.0	6,249,719	2,678,411	450	1	52	10.3
1957	10,570	2,019,861	2,033,102	93,191	77,213	53.6	6,002,595	2,506,510	439	24	32	6.5
New York, Chic. & St. L. 1958	2,155	589,753	589,753	4,376	24,476	60.1	1,831,203	787,057	100	31	5	3.7
1957	2,155	606,544	618,394	4,368	24,773	58.6	1,838,723	765,755	146	12	9	5.4
Pitts. & Lake Erie 1958	221	49,842	49,842	....	1,842	58.1	174,479	104,652	11	..	3	21.4
1957	221	56,676	56,676	....	1,819	56.4	166,460	95,373	14	..	1	6.7
Wabash 1958	2,379	462,006	462,717	4,055	18,083	60.0	1,266,215	478,667	111	..	3	2.6
1957	2,379	463,954	464,536	4,786	20,098	59.8	1,402,182	525,086	117	..	..	..
Central Eastern Region												
Baltimore & Ohio 1958	5,802	1,270,459	1,354,992	87,164	51,046	55.8	4,163,900	1,902,437	422	78	4	.8
1957	5,830	1,377,494	1,477,991	96,376	51,835	56.6	4,425,729	2,017,529	439	44	43	8.2
Bessemer & Lake Erie 1958	203	35,554	35,884	4	1,025	59.8	98,080	54,362	9	3	1	7.7
1957	208	33,149	33,386	29	1,019	60.9	107,177	64,581	13	3	..	..
Central RR Co. of New Jersey 1958	597	117,763	119,227	6,202	4,211	61.5	336,561	178,787	60	..	7	10.4
1957	612	111,248	112,615	5,178	4,137	60.4	331,578	170,800	60	..	7	10.4
Chicago & Eastern Ill. 1958	863	119,283	119,283	2,687	4,819	59.1	383,253	184,891	25	..	3	10.7
1957	863	129,065	129,065	4,251	4,984	59.5	400,509	195,676	27	..	1	3.6
Elgin, Joliet & Eastern 1958	236	60,069	61,024	....	2,054	58.4	175,357	93,151	42	2	..	..
1957	236	73,038	73,271	....	2,047	58.3	176,672	94,420	36	2	5	11.6
Pennsylvania System 1958	9,868	2,503,572	2,627,244	163,627	96,827	57.5	7,484,437	3,251,391	671	10	110	13.9
1957	9,891	2,558,434	2,721,140	186,453	99,261	56.7	7,803,136	3,412,110	776	68	185	18.0
Reading 1958	1,302	295,614	297,157	9,941	10,468	55.0	920,454	464,233	146	4	31	17.1
1957	1,302	334,236	336,394	9,991	12,193	55.1	1,093,204	564,743	167	16	13	6.6
Western Maryland 1958	844	143,526	149,203	8,495	5,449	54.5	512,222	277,182	43	2	..	..
1957	845	154,660	160,098	8,180	5,858	57.3	534,112	295,872	52	..	..	..
Pocahontas Region												
Chesapeake & Ohio 1958	5,061	1,221,719	1,226,231	21,876	52,210	52.4	4,820,575	2,597,061	598	..	8	1.3
1957	5,067	1,316,296	1,321,821	25,176	53,802	52.1	5,046,351	2,712,581	610	12	9	1.4
Norfolk & Western 1958	2,116	601,654	637,101	42,970	29,556	54.6	2,833,942	1,516,007	186	13	7	3.4
1957	2,109	648,175	701,590	57,738	31,012	53.2	3,073,615	1,637,851	222	31	11	4.2
Rich. Fred. & Potomac. 1958	110	40,152	40,152	855	2,293	56.0	164,838	58,792	15	..	..	..
1957	110	42,034	42,034	927	2,454	56.1	173,934	61,876	14	..	1	6.7
Virginian 1958	608	130,833	133,113	3,367	6,530	52.9	636,903	352,365	51	14	16	19.8
1957	608	152,537	154,727	3,815	7,484	53.3	745,285	419,898	63	9	8	10.0
Southern Region												
Atlantic Coast Line 1958	5,279	689,659	689,659	6,784	22,656	53.5	1,822,585	770,115	127	..	..	..
1957	5,282	685,867	685,867	6,160	22,195	53.1	1,755,807	725,590	127	8	..	..
Central of Georgia 1958	1,730	186,845	186,845	1,910	6,693	61.2	521,177	246,686	33	..	2	5.7
1957	1,730	184,987	184,987	1,767	6,616	60.7	499,288	232,867	34	..	2	5.6
Florida East Coast 1958	571	126,338	126,338	29	3,966	51.3	302,668	101,475	54	..	..	..
1957	571	142,741	142,741	....	4,230	51.0	339,023	114,084	55	..	..	..
Gulf, Mobile & Ohio 1958	2,717	262,987	262,987	....	13,393	62.2	993,152	462,054	83	..	8	8.8
1957	2,717	267,201	267,201	136	14,160	60.6	1,066,470	493,099	86	..	5	5.5
Illinois Central 1958	6,497	1,047,033	1,047,033	28,147	42,828	56.9	3,340,183	1,501,559	218	34	149	37.2
1957	6,497	1,050,255	1,050,255	29,096	41,636	55.4	3,273,419	1,441,046	237	45	55	16.3
Louisville & Nashville 1958	5,680	959,558	961,902	16,790	34,779	56.3	2,830,735	1,351,160	164	..	3	1.8
1957	5,680	1,050,861	1,052,358	18,860	33,751	55.6	2,699,085	1,285,950	157	..	5	3.1
Seaboard Air Line 1958	4,135	588,724	588,724	1,156	22,695	55.0	1,827,035	800,841	128	..	6	4.5
1957	4,049	640,389	640,389	1,967	22,890	54.2	1,837,112	764,146	140	..	6	4.1
Southern 1958	6,243	846,816	847,054	8,661	37,386	59.7	2,689,740	1,198,926	194	..	2	1.0
1957	6,249	816,813	817,025	9,575	36,127	58.8	2,582,922	1,120,618	189	..	19	9.1
Northwestern Region												
Chicago & North Western 1958	9,254	787,861	787,954	8,562	28,845	58.7	2,118,651	894,195	169	..	18	9.6
1957	9,252	775,449	775,449	7,484	26,941	57.3	2,107,380	942,935	146	10	14	8.2
Chicago Great Western 1958	1,437	134,141	134,141	167	6,427	61.6	468,519	207,845	25	..	1	3.8
1957	1,437	130,602	130,602	188	6,752	63.9	486,424	222,732	28	..	2	6.7
Chic., Milw. St. P. & Pac. 1958	10,583	843,355	855,380	14,404	34,755	59.3	2,535,021	1,091,832	285	10	12	3.9
1957	10,583	839,149	850,462	15,995	34,482	58.1	2,552,830	1,102,184	286	4	5	1.7
Duluth, Missabe & Iron Range 1958	557	25,866	25,879	155	405	48.2	37,750	17,714	24	33	11	16.2
1957	565	26,482	26,482	200	429	42.5	40,104	16,509	40	48	26	22.8
Great Northern 1958	8,281	906,885	909,787	22,615	35,036	65.9	2,522,368	1,170,306	262	6	10	3.6
1957	8,262	901,664	904,024	23,026	34,246	67.5	2,392,139	1,097,258	249	64	2	.6
Minneap., St. P. & S. St. Marie 1958	4,169	361,926	362,427	950	11,247	62.2	790,040	343,793	89	8	4	4.0
1957	4,169	399,217	399,753	708	11,401	62.7	791,657	347,470	85	8	3	3.1
Northern Pacific 1958	6,533	738,799	744,678	9,460	27,699	62.6	1,959,038	852,581	232	5	7	2.9
1957	6,533	675,263	681,500	11,882	26,664	64.9	1,861,518	828,532	203	47	3	1.2
Spokane, Portland & Seattle 1958	935	138,912	138,912	1,290	5,476	68.4	382,962	178,864	53	..	2	3.6
1957	944	122,224	122,224	1,099	4,954	69.9	340,525	162,470	54	..	1	1.8
Central Western Region												
Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) 1958	13,081	2,406,499	2,574,024	53,710	106,421	61.3	7,799,159	2,973,178	566	5	114	16.6
1957	13,172	2,314,767	2,440,624	46,310	100,044	59.2	7,360,867	2,689,378	560	24	100	14.6
Chic., Burl. & Quincy 1958	8,653	1,098,446	1,095,400	37,538	43,202	60.4	3,142,996	1,355,944	137	10	72	32.9
1957	8,724	986,651	984,345	24,752	41,020	58.4	3,013,770	1,260,084	142	47	43	18.5
Chic., Rock I. & Pac. 1958	7,548	985,722	989,576	2,449	36,442	59.8	2,755,477	1,152,038	177	..	8	4.3
1957	7,614	919,814	922,911	2,214	35,721	56.0	2,808,600	1,130,284	180	..	6	3.2
Denver & R. G. Wn 1958	2,155	279,936	296,546	29,471	12,946	72.2	918,586	452,114	80	8	8	8.3
1957	2,155	261,288	281,232	23,968	12,476	69.5	886,946	426,685	79	9	5	5.4
Southern Pacific 1958	8,017	2,019,876	2,081,837	112,895	88,471	64.4	6,079,543	2,520,139	620	5	47	7.0
1957	8,035	1,880,710	1,957,190	97,770	83,249	61.6	5,842,482	2,342,370	655	120	25	3.1
Union Pacific 1958	9,745	2,114,847	2,148,567	66,663	92,678	60.9	6,574,335	2,705,694	350	26	107	22.2
1957	9,786	1,922,842	1,960,529	66,044	87,519	59.2	6,359,744	2,601,406	339	114	60	11.7
Western Pacific 1958	1,189	220,405	226,901	26,923	8,912	70.5	590,198	268,608	45	..	2	4.3
1957	1,190	193,151	207,258	8,741	8,621	68.5	569,430	250,475	47	..	.	..
Southwestern Region												
Kansas City Southern 1958	886	128,127	128,158	174	8,245	63.8	626,471	286,919	24	..	1	4.0
1957	886	132,814	132,820	50	7,386	62.9	571,841	262,694	26	..	1	3.7
Louisiana & Arkansas 1958	746	67,785	67,785	28	3,458	62.1	276,671	129,612	14	..	..	..
1957	746	77,873	77,873	56	3,864	61.2	315,860	149,037	21	..	..	..
Mo.-Kans.-Texas Lines 1958	2,915	213,757	213,757	1,965	9,951	60.0	743,728	322,592	70	..	3	4.1
1957	3,059	230,549	230,569	2,224	10,428	57.4	772,670	331,381	77	..	2	2.5
Missouri Pacific 1958	9,513	1,111,808	1,111,808	8,045	48,538	60.3	3,637,516	1,592,561	205	12	20	8.4
1957	9,586	1,111,511	1,111,511	8,286	49,345	58.9	3,669,614	1,586,245	192	25	33	13.2
St. Louis-San Francisco 1958	4,541	597,735	597,735	7,177	22,659	62.9	1,609,986	730,052	101	..	10	9.0
1957	4,558	583,782	583,782	5,464	21,480	61.4	1,537,124	682,504	96	..	12	11.1
St. Louis Southw. Lines 1958	1,554	325,793	325,795	1,620	14,504	66.3	956,237	427,452	51	..	1	1.9
1957	1,554	289,800	289,806	1,397	13,278	63.4	885,822	395,975	56	..	1	1.8
Texas & New Orleans 1958	4,204	632,206	632,206	582	27,831	62.9	2,029,503	910,669	137	..	5	3.5
1957	4,271	577,315	577,315	567	25,926	60.1	1,911,312	824,455	141	..	..	..
Texas & Pacific 1958	1,822	296,236	296,236	2,773	13,538	58.3	1,048,877	386,776	38	..	2	5.0
1957	1,822	292,680	292,680	2,855	14,089	58.3	1,075,665	388,981	42	..	2	4.5

For the Month of December 1958 Compared with December 1957

Region	Road	Year	Freight cars on line: Home	Foreign	Total	Per Cent B. O.	G.t.m.per train-hr. excl.locos. and tenders	G.t.m.per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Mile per loco. per day
New Eng. Region	Boston & Maine	1958	2,862	7,255	10,117	3.0	40,092	2,496	985	28.4	708	41.9	4,339	16.1	80.9
		1957	3,286	7,007	10,293	1.8	42,336	2,620	971	27.3	678	43.8	4,488	16.2	101.3
	N. Y., N. H. & Htfd	1958	3,887	10,954	14,841	4.9	40,256	2,513	981	26.5	495	30.7	4,342	16.0	112.3
		1957	4,218	10,620	14,838	3.0	42,818	2,679	1,042	26.6	519	32.4	4,570	16.0	108.8
Great Lakes Region	Delaware & Hudson	1958	5,683	4,799	10,482	10.2	62,331	3,421	1,675	36.7	887	40.4	11,602	18.3	159.5
		1957	6,630	4,569	11,199	4.3	67,012	3,784	1,808	35.6	899	42.9	12,098	17.8	151.9
	Del., Lack. & Western	1958	6,859	9,161	16,020	8.9	51,144	2,922	1,217	29.7	577	31.5	9,811	17.7	142.7
		1957	7,801	8,355	16,156	6.1	55,790	3,077	1,241	28.1	573	33.3	10,070	18.4	149.8
	Erie	1958	12,961	11,664	24,625	8.6	68,882	3,371	1,321	25.4	874	52.9	9,712	20.7	110.1
		1957	11,318	14,526	25,844	4.6	69,904	3,443	1,299	24.5	805	51.7	9,499	20.5	109.5
	Grand Trunk Western	1958	5,464	7,890	13,354	6.3	53,743	2,498	936	28.6	510	31.7	6,829	21.7	97.1
		1957	6,447	7,297	13,744	6.6	52,549	2,344	888	28.4	500	31.3	7,146	22.6	109.6
	Lehigh Valley	1958	6,867	7,904	14,771	9.6	62,194	2,962	1,324	31.3	529	26.8	7,157	21.2	203.7
		1957	5,029	8,790	13,819	6.0	64,477	2,881	1,247	30.8	593	31.8	7,370	22.5	220.1
	New York Central	1958	64,861	69,440	134,301	9.3	52,852	3,008	1,289	33.5	634	35.0	8,270	17.7	167.9
		1957	71,109	70,339	141,448	4.0	52,345	3,002	1,254	32.5	575	33.0	7,649	17.6	157.1
	New York, Chic. & St. L.	1958	12,492	10,601	23,093	14.9	57,202	3,142	1,351	32.2	1,097	56.8	11,781	18.4	157.3
		1957	13,584	9,415	22,999	9.4	55,700	3,068	1,278	30.9	1,062	58.6	11,463	18.4	129.9
	Pitts & Lake Erie	1958	7,664	4,355	12,019	8.5	56,741	3,522	2,112	56.8	305	9.2	15,275	16.2	115.0
		1957	8,563	4,225	12,788	9.3	51,361	2,945	1,687	52.4	264	8.9	13,921	17.5	131.3
	Wabash	1958	11,062	8,096	19,158	6.9	69,219	2,752	1,040	26.5	788	49.6	6,490	25.3	139.9
		1957	9,550	10,350	19,900	5.5	65,765	3,031	1,135	26.1	847	54.2	7,120	21.8	140.1
Central Eastern Region	Baltimore & Ohio	1958	63,540	32,986	96,526	15.8	52,435	3,319	1,516	37.3	626	30.1	10,577	16.0	96.8
		1957	62,555	38,041	100,596	7.6	51,278	3,260	1,486	38.9	653	29.6	11,163	16.0	98.6
	Bessemer & Lake Erie	1958	4,544	664	5,208	11.7	45,875	2,896	1,605	53.0	319	10.1	8,638	16.6	100.8
		1957	8,771	575	9,346	8.9	57,345	3,435	2,070	63.4	233	6.0	10,016	17.7	82.2
	Central RR Co. of New Jersey	1958	4,579	9,071	13,650	14.3	44,012	3,032	1,611	42.5	426	16.3	9,661	15.4	83.8
		1957	4,641	8,515	13,156	9.9	43,366	3,090	1,592	41.3	421	16.9	9,003	14.5	82.0
	Chicago & Eastern Ill.	1958	3,308	2,269	5,577	9.6	60,613	3,234	1,560	38.4	1,142	50.4	6,911	18.9	141.1
		1957	3,738	2,200	5,938	12.6	58,777	3,117	1,523	39.2	1,041	44.6	7,314	18.9	158.2
	Elgin, Joliet & Eastern	1958	8,118	7,064	15,182	5.3	20,502	3,055	1,623	45.4	206	7.8	12,733	7.0	62.8
		1957	7,733	5,496	13,229	4.7	21,766	2,562	1,369	46.1	222	8.3	12,906	9.0	72.2
	Pennsylvania System	1958	132,905	68,797	201,702	21.5	53,182	3,061	1,330	33.6	521	27.0	10,629	17.8	121.6
		1957	119,673	73,480	193,153	10.7	54,323	3,125	1,367	34.4	568	29.1	11,128	17.8	98.0
	Reading	1958	21,886	13,689	35,575	21.1	49,314	3,114	1,570	44.3	412	16.9	11,502	15.8	67.4
		1957	19,661	15,316	34,797	6.1	52,528	3,271	1,690	46.3	527	20.7	13,992	16.1	68.7
	Western Maryland	1958	8,794	3,032	11,826	2.2	53,262	3,640	1,970	50.9	792	28.6	10,594	14.9	124.6
		1957	9,250	2,662	11,912	2.2	50,810	3,543	1,963	50.5	849	29.3	11,295	14.7	116.4
Pocahontas Region	Chesapeake & Ohio	1958	66,436	24,899	91,335	5.6	72,131	3,969	2,138	49.7	915	35.1	16,553	18.3	72.5
		1957	72,865	21,360	94,225	1.1	74,686	3,857	2,073	50.4	932	35.5	17,269	19.5	70.5
	Norfolk & Western	1958	46,722	9,657	56,379	5.6	84,593	4,846	2,592	51.3	882	31.5	23,111	18.0	116.8
		1957	50,473	7,280	58,293	.5	84,266	4,859	2,589	52.8	943	33.5	25,052	17.8	99.8
	Rich. Fred. & Potomac	1958	161	826	987	2.4	90,920	4,112	1,467	25.6	1,969	137.1	17,241	22.1	92.4
		1957	202	602	804	1.4	96,899	4,143	1,474	25.2	2,092	147.8	18,145	23.4	96.5
	Virginian	1958	13,322	895	14,217	3.0	73,006	4,946	2,736	54.0	802	28.1	18,695	15.0	62.1
		1957	14,587	1,648	16,235	1.9	69,659	4,995	2,814	56.1	850	28.4	22,276	14.3	71.5
Southern Region	Atlantic Coast Line	1958	22,314	14,016	36,330	3.6	47,637	2,652	1,212	34.0	692	38.1	4,690	18.0	201.7
		1957	26,317	15,369	41,686	2.4	47,202	2,572	1,063	32.7	571	32.9	4,431	18.4	182.8
	Central of Georgia	1958	4,688	3,813	8,501	3.7	50,792	2,794	1,322	36.9	941	41.7	4,600	18.2	190.1
		1957	5,185	3,709	8,904	3.7	49,080	2,706	1,262	35.2	832	39.0	4,342	18.2	183.3
	Florida East Coast	1958	826	4,954	5,780	.5	40,200	2,407	807	25.6	616	46.9	5,733	16.8	85.1
		1957	667	5,101	5,768	.4	40,563	2,390	804	27.0	698	50.7	6,445	17.1	90.5
	Gulf, Mobile & Ohio	1958	7,925	8,335	16,260	5.8	73,209	3,778	1,758	34.5	898	41.8	5,486	19.4	100.6
		1957	8,533	7,914	16,447	6.7	79,439	3,999	1,849	34.8	943	44.6	5,854	19.9	102.0
	Illinois Central	1958	29,906	20,392	50,298	3.8	57,641	3,218	1,446	35.1	974	48.9	7,455	18.1	95.9
		1957	32,861	15,220	48,081	2.3	54,963	3,151	1,387	34.6	956	49.9	7,155	17.6	110.7
	Louisville & Nashville	1958	39,196	16,836	56,033	6.2	51,697	2,956	1,411	38.8	798	36.5	7,674	17.5	213.9
		1957	44,003	11,227	55,230	4.6	48,891	2,574	1,226	38.1	753	35.6	7,303	19.0	233.5
	Seaboard Air Line	1958	19,911	10,362	30,273	2.5	58,112	3,161	1,386	35.3	863	44.5	6,248	18.7	162.7
		1957	19,155	11,539	30,694	2.3	55,345	2,937	1,222	33.4	821	45.3	6,088	19.3	164.4
	Southern	1958	19,693	29,735	49,428	4.7	57,258	3,182	1,418	32.1	800	41.8	6,195	18.0	154.7
		1957	20,233	24,767	45,000	5.1	53,355	3,173	1,377	31.0	818	44.8	5,785	16.9	143.3
Northwestern Region	Chicago & North Western	1958	24,171	26,832	51,003	4.3	50,327	2,703	1,141	31.0	595	32.7	3,117	18.7	149.7
		1957	25,382	23,515	48,897	4.7	50,594	2,736	1,224	35.0	629	31.4	3,288	18.6	155.4
	Chicago Great Western	1958	2,453	3,708	6,161	3.8	68,118	3,496	1,551	32.3	1,173	58.9	4,666	19.5	178.1
		1957	2,964	3,738	6,702	3.4	71,250	3,734	1,710	33.0	1,086	51.5	5,000	19.1	146.6
	Chic., Milw., St. P. & Pac.	1958	33,278	24,991	58,269	4.2	60,464	3,014	1,298	31.4	614	33.0	3,328	20.1	99.4
		1957	38,812	23,651	62,463	5.3	60,362	3,053	1,318	32.0	574	30.9	3,360	19.8	101.9
	Duluth, Missabe & Iron Range	1958	14,041	577	14,618	4.2	23,579	1,521	714	43.7	382	1.8	1,026	16.2	12.4
		1957	14,004	587	14,591	5.1	22,120	1,575	648	38.5	366	2.2	943	14.6	8.9
	Great Northern	1958	24,442	19,265	43,707	2.6	56,637	2,817	1,307	33.4	850	38.6	4,559	20.4	117.0
		1957	27,603	16,430	44,033	2.9	56,210	2,681	1,230	32.0	824	38.1	4,284	21.2	101.7
	Minneap., St. P. & S. St. Marie	1958	5,774	7,427	13,201	6.2	42,707	2,190	953	30.6	856	45.0	2,660	19.6	129.6
		1957	7,741	6,468	14,209	3.5	44,633	1,987	872	30.5	758	39.7	2,689	22.5	151.2
	Northern Pacific	1958	20,195	14,123	34,318	2.9	57,414	2,655	1,156	30.8	776	40.3	4,210	21.7	106.8
		1957	22,283	11,457	33,740	3.7	59,010	2,761	1,229	31.1	774	38.3	4,091	21.4	95.2
	Spokane, Portland & Seattle	1958	1,453	3,674	5,127	2.3	43,747	2,768	1,293	32.7	1,029	46.1	6,171	15.9	93.5
		1957	1,605	3,529	5,134	2.7	40,048	2,809	1,340	32.8	995	43.4	5,552	14.4	84.3
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1958	54,021	32,200	86,220	7.1	79,616	3,247	1,238	27.9	1,078	62.9	7,332	24.6	131.3
		1957	59,068	30,841	89,909	6.1	74,385	3,185	1,164	26.9	958	60.0	6,586	23.4	125.1
	Chic., Burl. & Quincy	1958	26,456	22,709	49,165	3.1	62,995	2,869	1,238	31.4	920	48.5	5,055	22.0	173.8
		1957	23,198	18,889	42,087	3.1	65,718	3,062	1,280	30.7	979	54.5	4,659	21.5	145.0
	Chic., Rock I. & Pac.	1958	17,643	22,526	40,169	4.7	61,747	2,803	1,172	31.6	938	49.6	4,923	22.1	184.4
		1957	19,470	22,208	41,678	5.0	62,358	3,059	1,231	31.6	877	49.5	4,789	20.4	171.4
	Denver & R. G. Wn.	1958	8,472	4,948	13,420	5.0	67,707	3,290	1,619	34.9	1,078	42.8	6,768	20.6	114.8
		1957	8,976	4,726	13,702	2.9	61,881	3,405	1,638	34.2	1,019	42.9	6,387	18.2	112.4
	Southern Pacific	1958	37,065	33,835	70,900	1.7	65,173	3,042	1,261	28.5	1,120	61.1	10,140	21.7	113.6
		1957	35,371	33,077	68,448	2.0	65,385	3,136	1,257	28.1	1,049	60.5	9,404	21.0	89.9
	Union Pacific	1958	34,137	33,633	67,770	1.6	84,642	3,133	1,289	29.2	1,289	72.5	8,956	27.2	150.8
		1957	35,682	28,171	63,853	1.9	85,152	3,332	1,363	29.7	1,322	75.1	8,575	25.7	131.3
	Western Pacific	1958	2,967	2,648	5,615	2.5	74,304	2,708	1,233	30.1	1,507	70.9	7,287	27.7	181.2
		1957	3,177	2,130	5,307	3.1	75,521	2,983	1,312	29.1	1,476	74.1	6,790	25.6	154.2
Southwestern Region	Kansas City Southern	1958	2,804	4,855	7,659	6.1	104,030	4,914	2,251	34.8	1,215	54.7	10,446	21.3	200.7
		1957	2,342	4,958	7,300	4.0	91,174	4,336	1,992	35.6	1,143	51.1	9,564	21.2	187.4
	Louisiana & Arkansas	1958	2,166	2,878	5,044	7.0	83,259	4,114	1,927	37.5	813	35.0	5,605	20.4	156.1
		1957	2,166	3,374	5,540	5.1	80,331	4,069	1,920	38.6	872	36.9	6,445	19.8	151.0
	Mo.-Kans.-Texas Lines	1958	5,628	6,058	11,686	10.0	61,122	3,483	1,511	32.4	850	43.7	3,570	17.6	103.8
		1957	5,964	5,481	11,445	6.6	61,759	3,370	1,445	31.8	948	51.9	3,495	18.4	103.6
	Missouri Pacific	1958	25,983	18,814	44,797	8.3	69,279	3,290	1,440	32.8	1,125	56.9	5,400	21.2	159.9
		1957	27,398	19,329	46,727	5.0	69,759	3,310	1,431	32.1	1,097	58.0	5,338	21.1	125.5
	St. Louis-San Francisco	1958	13,727	8,364	22,091	1.8	57,629	2,705	1,227	32.2	1,075	53.0	5,186	21.4	195.6
		1957	15,214	8,442	23,656	1.7	57,163	2,639	1,172	31.8	934	47.8	4,830	21.7	196.2
	St. Louis Southw. Lines	1958	2,898	3,906	6,804	3.0	71,946	2,945	1,316	29.5	1,998	102.2	8,873	24.5	206.9
		1957	3,063	4,499	7,562	1.7	70,883	3,063	1,369	29.8	1,742	92.1	8,220	23.2	175.0
	Texas & New Orleans	1958	7,600	13,113	20,713	1.8	75,474	3,227	1,448	32.7	1,386	67.4	6,988	23.5	153.7
		1957	8,970	15,108	24,078	1.4	70,533	3,329	1,436	31.8	1,126	58.9	6,227	21.3	140.9
	Texas & Pacific	1958	4,060	5,617	9,677	4.7	76,149	3,569	1,316	28.6	1,317	79.1	6,848	21.5	253.7
		1957	4,603	5,035	9,638	3.4	78,281	3,700	1,338	27.6	1,331	82.7	6,887	21.3	225.2

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

RAILWAY AGE Service Page



T&P OFFICERS TELL SYSTEMWIDE MEETING THAT STRESS IS ON SALES

"Where in the past our industry stressed operation, we must now accent marketing." That's what Texas & Pacific President J. T. Suggs (above, left), told his company's freight and passenger solicitors and top operating men in a March system sales meeting at Mineral Wells, Texas.

"This is not to imply," he added, "that operation of our plant, trains and facilities is less important. We still depend upon operation to provide the kind of service which will keep customers and gain more business. We've got a good plant. But we must concentrate now on getting the business —on 'marketing' the services of our railroad."

Keynote of the sales session was sounded by C. G. Hayes (above, right), vice president-traffic.

"We are here to probe the future—to find ways and means of bettering the traffic picture on the Texas & Pacific," he told the meeting.

Railroading After Hours with Jim Lyne

HOW CITIES GO BROKE—I see where tax-exempt real estate is growing much faster than tax-paying property is, in New York City. The same thing is happening in every other big town. In Boston, according to a booklet issued by the Committee for Economic Development, property values declined $400 million in 21 years. Property values in New York City went up $8 billion in the past 10 years, but almost half of the new property is tax-free.

Outfits that compete with the railroads—such as the Port Authority and the Tri-Borough Bridge Authority in New York—have really gone to town. The port body had an increase of 184% in the value of its tax-exempt property, while the bridge organization's real estate expanded more than three-fold.

Incidentally, city planners are working on an idea that looks smart to me—the so-called "mall" or "plaza." This is an open area, limited to use by pedestrians. The new Penn Center Plaza in Philadelphia is an example. If a city had a few such plazas, easily accessible to each other and to commuter trains and transit, but closed to surface vehicles, excessive use of urban highways would simmer down.

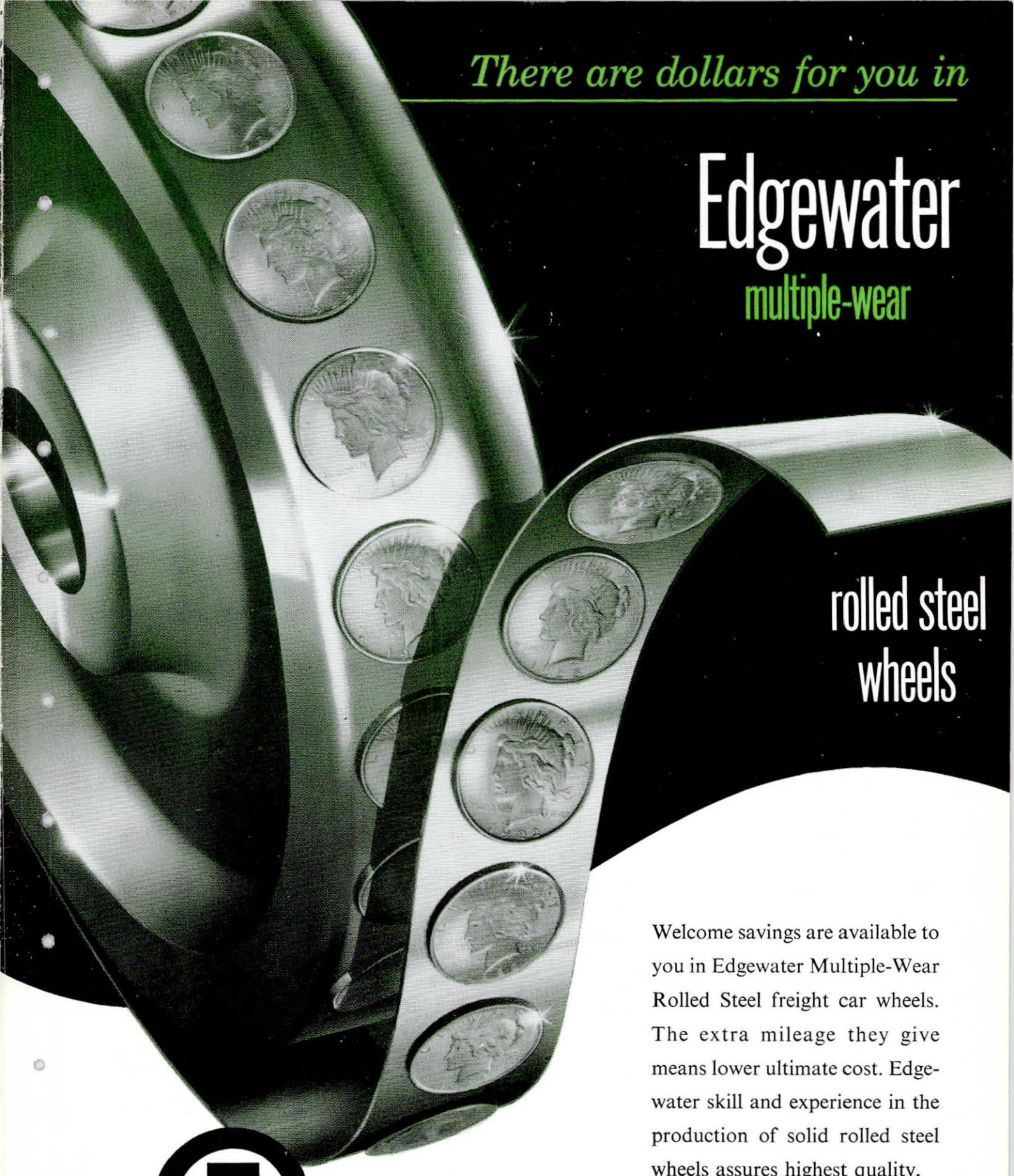
EASY MONEY—Several big railroad stations, as we've all noted, have advertising displays of the latest model automobiles. At least one of the railroads involved has had some trouble with sharpers—who have been selling what purport to be raffle tickets on the cars thus displayed.

Stations seem to have a continuing attraction for quick-buck artists. One of my earliest travel recollections was the sign admonishing customers to "Beware of Grip Thieves"—which used to adorn the waiting room of the old Kansas City union station.

CU. FT. VERSUS LB.—The Pacific Coast railroads, turned down by the California Commission in their proposal to put LCL rates on a cubic foot basis, now have a project for accomplishing much the same thing by reclassifying upward a lot of items in the "balloon freight" category. The ship people long ago found out that it was moving cubic feet, not weight, that incurred most of their operating expense; and they've been charging accordingly.

A fellow was telling me the other day that ship lines are giving up the "roll on, roll off" idea in "fishyback" operation—because the trailer wheels take up too many scarce cubic feet aboard ship. So they're concentrating on the "lift on, lift off" technique instead. Such boxes with no wheels make for very little non-revenue occupancy of ship space.

Another informant tells me that some enterprising U.S. truckers are making arrangements in Europe for the handling of U.S. trailer bodies between European ports and interior points. That is, the trucker will take the trailer body from a U.S. origin, truck it to a U.S. port—and be responsible for delivery in the interior of Europe. The trucker who terminates the movement will seek a return load for the U.S. interior.



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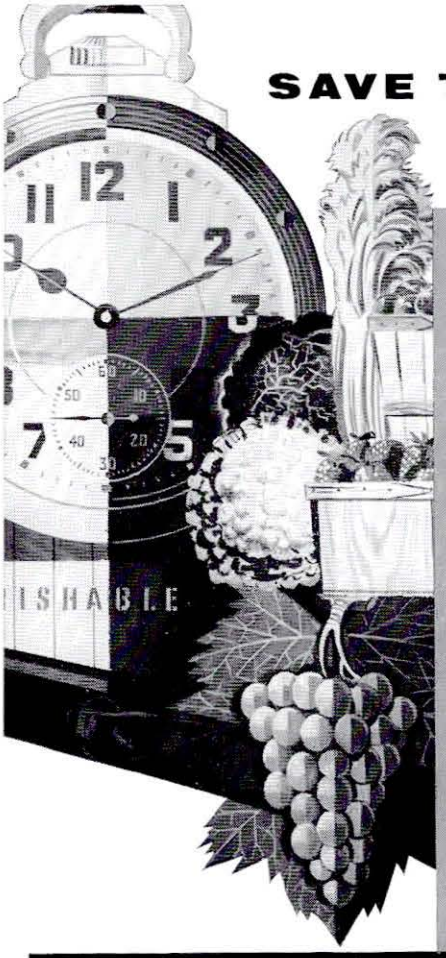
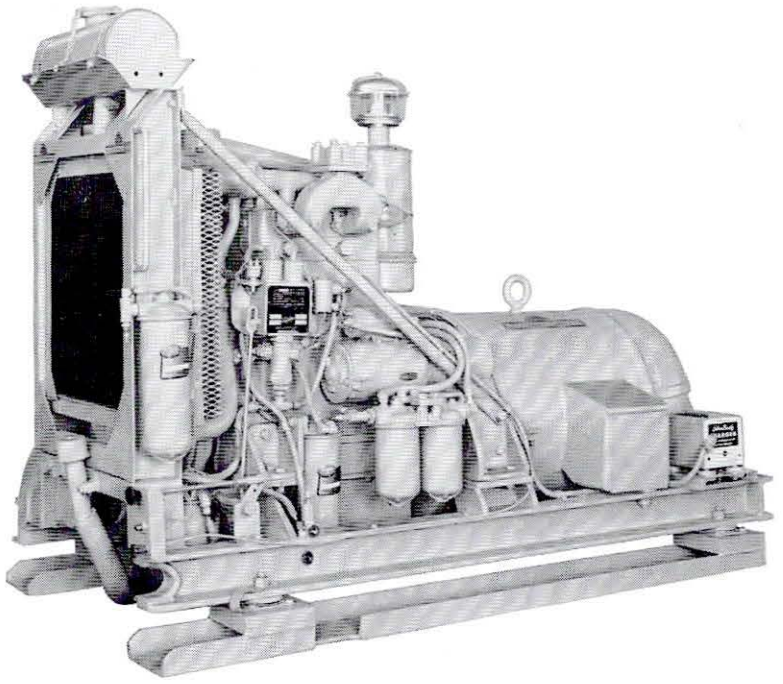


SAVE TIME... SHIPMENTS... MONEY!



F-M 1-cyl. Model 45, 13 hp., for light refrigeration systems. F-M 2-cyl. Model 45 (shown), 18 to 32 hp., for medium to high capacity systems.

NEW

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MARKET OUTLOOK *at a glance*

Carloadings Rise 0.1% Above Previous Week's

Loadings of revenue freight in the week ended March 28 totaled 603,755 cars, the Association of American Railroads announced on April 2. This was an increase of 577 cars, or 0.1%, compared with the previous week; an increase of 71,482 cars, or 13.4%, compared with the corresponding week last year; and a decrease of 91,167 cars, or 13.1%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended March 21 totaled 603,178 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, March 21

District	1959	1958	1957
Eastern	94,931	84,388	116,903
Allegheny	117,036	90,633	138,738
Pocahontas	50,122	45,554	64,444
Southern	110,188	105,588	128,878
Northwestern	62,565	60,327	74,029
Central Western	116,009	99,452	111,455
Southwestern	52,327	47,055	51,389
Total Western Districts	230,901	206,834	236,873
Total All Roads	603,178	532,997	685,836
Commodities:			
Grain and grain products	51,378	52,111	49,978
Livestock	5,189	5,106	5,578
Coal	104,140	101,323	140,089
Coke	10,865	5,886	13,172
Forest Products	39,305	33,367	41,081
Ore	19,312	15,013	23,277
Merchandise l.c.l.	43,519	46,942	57,262
Miscellaneous	329,470	273,249	355,399
March 21	603,178	532,997	685,836
March 14	595,302	539,127	689,226
March 7	595,930	544,374	672,363
Feb. 28	575,583	551,192	703,983
Feb. 21	583,181	494,919	626,630
Cumulative total, 12 weeks	6,827,931	6,444,788	7,932,208

PIGGYBACK CARLOADINGS—U. S. piggyback loadings for the week ended March 21 totaled 7,817 cars, compared with 4,656 for the corresponding 1958 week. Loadings for 1959 up to March 21 totaled 81,810 cars, compared with 53,321 for the corresponding period of 1958.

IN CANADA.—Carloadings for the seven-day period ended March 14 totaled 66,563 cars, compared with 66,441 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 14, 1959	66,563	29,357
March 14, 1958	66,108	30,052
Cumulative Totals:		
March 14, 1959	677,275	286,925
March 14, 1958	683,276	307,434

New Equipment

FREIGHT-TRAIN CARS

► *Minneapolis & St. Louis.*—Will convert 35 flat cars for piggyback service. Cars will be equipped with ACF retractable hitches. Road is also building 15 all-steel bulkhead flat cars with General Steel Castings' one-piece cast steel underframes. Work is being done in Marshalltown, Iowa, company shops.

► *Monon.*—Will convert four gondola cars to container cars, each car to handle 11 demountable containers. Another 10 gondolas may be converted to piggyback flat cars during 1959.

► *Soo Line.*—Ordered 25 40-ft 6-in. box cars equipped with belt loading devices from Pullman-Standard. Cars are to be built to PS-1 specifications. Delivery: June 1959.

New Facilities

► *Canadian National.*—Ordered CTC equipment from Union Switch & Signal Division of WAB Co., to be installed on approximately 132 miles between Hornepayne, Ont., and Nakina. A Traffic Control Center console at Hornepayne will control this installation.

► *Canadian Pacific.*—Will install CTC between Moosejaw and Swift Current, Sask., 110 miles. Equipment has been ordered from Union Switch & Signal Division of WAB Co.

► *Louisville & Nashville.*—Will complete in 1961 a new freight classification yard at Wauhatchie, Tenn., near Chattanooga. Yard will contain 18 tracks with a total capacity of 1,444 cars. The three receiving-departure tracks and 14 classification tracks will have a working capacity of 2,500 cars a day. Included will be a 60-ft 200-ton track scale, locomotive service platforms and pits, car repair facilities, modern communications and an air-conditioned yard office.

► *Southern Pacific.*—Has ordered CTC equipment from Union Switch & Signal Division of WAB Co. to be installed between Tucson and Gila, Ariz., 128 miles. Control of the territory will be from a new Traffic Control Center machine at Tucson. This new TCC console will be in addition to the one being put into service for controlling 270 miles of CTC between Tucson, Ariz., and Anapra, N.M.

Maintenance Expenditures

► *Down 7.2% in December.*—Expenditures by Class I roads for maintenance of equipment, way and structures in December 1958 were down about $19,200,000 compared to the same month in 1957, according to report of ICC Bureau of Transport Economics and Statistics summarized below:

	Dec. 1958	Dec. 1957	% Change
Maintenance of Way & Structures	$ 98,673,193	$111,544,762	—11.5
Maintenance of Equipment	147,672,006	154,017,596	— 4.1
Totals	246,345,199	265,562,358	— 7.2

RAILWAY AGE time-saver page

Terminal Consolidation Probed

► **The Story at a Glance: Chicago railroads last week began running their own tests on a report recommending consolidation of almost all rail passenger operations into Chicago Union Station. Four other terminals, serving 14 roads, would be eliminated by the expanded use of CUS.**

The railroads are under pressure to give a quick—and favorable—reply to the terminal proposal. Carrier representatives are scheduled to meet with Mayor Richard J. Daley April 22 to present their views on the report. But it's not likely that those "views" will constitute a final answer. A number of basic questions, some railroad officers contend, haven't been settled in the consolidation report.

For about $158,000,000, consulting engineers estimate, Chicago's rail passenger service (with a few exceptions) could be consolidated under one roof. Chicago Union Station, with modifications, could handle the trains of 18 railroads, an increase of 14 over present occupancy. Central, LaSalle Street, Dearborn and Grand Central terminals could be abandoned. The whole moving job might be done by stages over five years.

These are the conclusions of the De Leuw, Cather & Company-Sanderson & Porter consolidation study begun in 1957 and three times expanded.

Mayor Daley promptly accepted the report and served notice he will press for quick railroad approval of the proposal. Unquestionably, the pressure will be on the carriers. Consolidation has been a pet project of city administrations for 50 years—and this time around, the city has an added reason for pressing the issue. Mayor Daley wants railroad land south of the Loop District made available for construction of a University of Illinois city campus (university trustees, fearing delays in obtaining the site, have already selected another location in a western suburb).

Thus far, however, the railroads have been cautious in their comments on the consolidation. The report—98 text pages and 16 exhibits—isn't complete, some officers contend, on points like these:

- Cost to the various roads involved.
- Relocation of freight yards, freight houses and team tracks in the area to be abandoned. The report says only that these facilities will be moved at the owner line's expense.
- Labor problems created by the reduction in force that consolidation would probably involve.

In addition, there's the risk factor to be considered: can the railroads justify long-term leases for station occupancy in the face of shrinking passenger traffic? The consultants estimated that the necessary leases might be worked out within about eight months. Mayor Daley indicated he'd try to get even quicker action. Railroad officers aren't inclined to rush things.

These are the main features of the proposal under study:

- The south side of Union Station would bear the entire load of new traffic. Only the Milwaukee would operate from the north side. Roads now using Dearborn station (C&EI, Erie, Grand Trunk, Monon, Santa Fe, Wabash, C&WI) and LaSalle Street station (NYC, RI, NKP) would approach CUS via the Pennsylvania. Grand Central roads (B&O, C&O, Soo) would enter via the Burlington. Central station lines (IC, Big Four) would use the St. Charles Air Line from the lakefront west to the union terminal.
- Chicago & North Western would continue to use its own station for through and commuter service. Illinois Central and Chicago South Shore & South Bend electrified suburban trains would continue to operate along the lakefront.
- A 10-track terminal annex would be built west of existing track on the south side of CUS to handle commuter traffic of the Burlington and Rock Island.
- The main terminal building would be removed at street grade and replaced with a modern-design structure providing taxi and automobile loading zones, taxi stacking space, parking facilities and offices.
- An existing PRR freight house would be converted to a mail and express facility to handle increased head-end traffic resulting from the consolidation.
- All existing coach yards and engine terminals would continue in use. Construction of a new joint facility, the survey found, would be uneconomic from a standpoint of operating savings.
- Abandonment of the four South Side terminals and related facilities would free 158 acres for redevelopment. An appraisal of this railroad-owned land set its total value at approximately $40,000,000.

Financial plans for establishing the consolidated terminal center on the Chicago Railroad Terminal Authority. Total capital required, according to survey estimates, would be $158,000,000, including $74,000,000 for purchase of CUS and additional terminal land and $59,000,000 for construction.

The report assumes that the authority would enter into leases with roads now using CUS and the other terminals. The public agency would then issue 40-year sinking fund revenue bonds to obtain the necessary capital to carry out the project. The authority would obtain title to Union Station and pay all costs of additions and alterations.

In the end, the authority would be landlord, the railroads tenants. The net difference between operating costs (including interest and debt service) and all income from office and concession rents would constitute the aggregate rental to be paid by the railroads using the station.

Under the law, the authority has the right of eminent domain—and its property would be exempt from all local taxes. Under the consolidation proposal, that tax freedom seems certain to create new complications unless the heavily-taxed C&NW station can be brought into the picture.

In addition to the tax saving through

Plant Location Yearbook

A new yearbook designed to aid executives who are planning to locate or open a new plant is now available (1959 PLANT LOCATION, 332 pages, maps, tables; Simmons-Boardman Publishing Corporation, 30 Church St., New York 7. $15).

The book comprehensively covers the 10 basic factors involved in industrial development on a state-by-state basis. These 10 factors—markets, labor and manufacturing, raw materials, power and fuel, transportation, taxes and labor laws, finance, climate, industrial development, and general (education, recreation, culture, etc.)—are further broken down in a community appraisal guide prepared by Elliot A. Barrows, publisher of the yearbook.

Another section on help for the site-seeker outlines the services offered by the United States Department of Commerce, the Association of State Planning and Development Agencies, the American Industrial Development Council, and the Society of Industrial Realtors. Following the state-by-state data is a special, tabulated section on state taxes and labor laws, and a list of the sources used throughout the book.

consolidation, the report points out, the railroads could be expected to make substantial savings on costs of switching, inter-station transfer, labor, materials and supplies.

The estimated overall savings, based on projected 1965 expenses and income: $4,821,000. Operation of five separate terminals, the consultants believe, would produce a net expense of $29,226,000, compared to $24,405,000 for the consolidated facility.

Harris Calls Coordination Biggest Transport Job Ahead

Chairman Oren Harris of the House Committee on Interstate and Foreign Commerce thinks the transportation industry should make the next 10 years "a decade of cost consciousness" and a time of transport integration.

He considers transport integration the "most challenging" of current proposals and one which will "contribute the most to our national welfare." The congressman from Arkansas, however, does not seem to think it too important whether or not the railroads win their so-called "diversification" campaign.

"Too much sound and fury," Mr. Harris says, "has been devoted to common ownership problems—too little to integration or coordination of transport systems to benefit the shipping public with lower costs and faster delivery times. . . . The question of who owns the system . . . is far less important to our nation than the speed and flexibility of the truck combined with the speed and low cost of the rails."

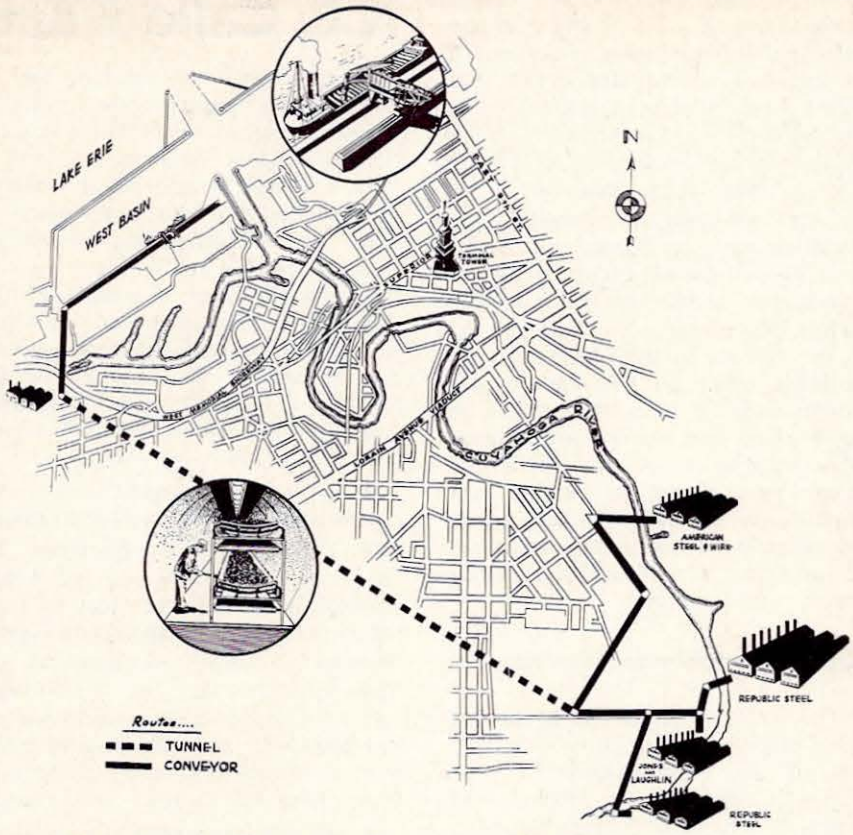
Representative Harris made these comments at the annual dinner of the Washington Chapter, National Defense Transportation Association, where he received the chapter's 1959 Distinguished Service Award.

RR Passengers 'Spoiled,' Says California Official

Railroads would be adding passenger trains instead of taking them off "if people really willed to have passenger service," says C. Lyn Fox, president of the California Public Utilities Commission.

Mr. Fox, who wrote a dissenting opinion to a 3-2 critical report issued by the PUC on Southern Pacific passenger policy (RA, March 30, p. 54), told the Pacific Railway Club in San Francisco that the railroads have "spoiled" the traveling public.

"If planes are two to three hours late," he said, "they say—'That's the weather.' If they queue up for baggage —'That's air travel.' But if they have to stand by while someone opens a gate to the train—'It's poor railroad service.' "



In Cleveland: Ore by Conveyor Belt?

A multi-million-dollar conveyor belt system has been proposed in Cleveland, Ohio, to feed ore from lake transports to the city's steel mills and to the Pennsylvania Railroad yards at Bedford. Cooperating in the project are the PRR and the Riverlake Belt Conveyor Lines, Inc. Proposed is a four-ft-wide enclosed belt running either 12¾ miles via an 11,400-ft underground tunnel (see cut) or along a longer 17-mile course on the PRR right-of-way. The latter is considered the cheaper plan. PRR President James M. Symes says the plan "makes sense for everyone."

ICC Explains 'Unsound' Ruling

The ICC has bowed to court rulings and reluctantly ordered grain-rate adjustments which it predicts will have "a deleterious effect not only on the railroads and the rail grain-rate structure as such, but on the myriad of industries and individuals operating on the basis of that structure."

The Commission's order accompanied its report on further hearing in No. 30744, which involved complaints of barge lines. They objected to the railroads' refusal to accord ex-barge grain moving out of river ports the same proportional rates as those applicable on outbound movements of grain which had arrived at such ports by rail. The Commission ordered that the rates be put on the same basis, and it also required equalization of grain rates through New Orleans and through Tennessee River ports with those through Memphis.

Court decisions which the Commission regarded as its straightjacket were those in the Dixie carriers case, 351 U. S. 56, and the Mechling case, 330 U.S. 567. In the former, the U.S. Supreme Court overturned a Commission ruling that application of a local rail rate to ex-barge sulphur from East St. Louis, Ill., to Danville was not discriminatory. In the Mechling case, the court invalidated a Commission order approving higher rail rates on ex-barge grain than on ex-rail grain moving from Chicago to the East.

It was "solely" because of the court decisions that the Commission made the findings it did, the report emphasized. It also said it would be difficult to gage the full effect of those findings, "but that they will be far-reaching is, we think, beyond doubt." The report added:

"It is not unlikely that the railroads, if deprived of any considerable portion of their grain movement in favor of the ostensibly less expensive water service, will find it necessary . . . to

raise the proportional rates from the barge ports, as well as what are now relatively low gathering rates fixed by us pursuant to the Hoch-Smith resolution to aid the grain producer. The disruptive (even destructive) character of the changes, moreover, will inevitably engender chain reactions.

"Although under the national transportation policy each mode of carriage is entitled to the benefit of its inherent advantages, a full appraisal of those advantages cannot, we think, be had in the absence of consideration of the probable effect on the transportation system and the users thereof and the striking of an appropriate balance. This observation is particularly pertinent here, where the carriers complaining on the basis of their ostensible inherent advantage are not subject to regulation in the particular carriage under consideration."

Arpaia, Hutchinson Dissent

The majority report seems to have been endorsed in its entirety by only two of the Commission's 11 members — Commissioners Walrath and Winchell. Chairman Tuggle and Commissioners Freas, Mitchell, Murphy and McPherson issued or joined in separate concurring expressions, and Commissioners Arpaia and Hutchinson issued dissents. Commissioners Goff and Webb did not participate.

The Arpaia dissent predicted that conclusions set out in the decision "may contribute to the end of rate regulation." It added that, if the valedictory for such regulation is to be written, "it should be done by Congress, not by us."

Mr. Arpaia thought his colleagues were unduly impressed by the court decisions. His view is that the Commission should decide each case in the light of the declared national transportation policy "and thus give the courts the benefit of our independent judgment based on such expertise as we may possess."

He added: "It is not for us to speculate on what the courts may do because of the broad scope of their language in previous decisions and to anticipate their action in this situation against convictions based on daily contact and experience with the many facets of this complicated subject . . . Under the majority findings, all water movements, including private and exempt, however disjointed, can enjoy what amounts to divisions of through rates with regulated carriers, on the broad theory that they would otherwise suffer from discrimination regardless of the ultimate effect on the public. This is an anomaly impossible to justify."

ICC Called Bane of Railroads

Sharpest railroad criticism of the ICC in some time has come from Clair M. Roddewig, president of the Association of Western Railways.

In a March 26 address in Washington (he knew of "no better place" to make it), Mr. Roddewig assailed the Commission for its failure to accord the railroads more rate-making freedom. If the railroad industry is forced to the wall, he said, "the responsibility can be laid at the doorstep of that building at Twelfth and Constitution Avenue" (the Commission's Washington address). He also said:

- Government regulation of the railroads has been a "complete failure."
- The nation's transportation bill "is far more than it would be" if government permitted freer play of competitive forces in transportation service.
- Rate-freedom provisions of the Transportation Act of 1958 were "clearly intended to set rates that are compensatory and non-discriminatory without regard to what effect the rates might have on railroad competitors."
- ICC decisions under this act have been "most discouraging."
- The public is paying more for transportation service than it should because the railroad industry "is not permitted to price its service competitively."
- Little can be done by the railroads to meet competition of private carriage "so long as the present philosophy of administering the Interstate Commerce Act prevails."
- The Congressional mandate to promote restoration of a healthy railroad system "apparently never got inside the door of the building . . . where the Interstate Commerce Commission dispenses its wisdom."

Mr. Roddewig spoke at American University's Thirteenth Annual Institute of Railroad Management. ICC Commissioner Howard Freas, 1958 chairman of the Commission, was in the audience. When offered an opportunity to reply, Mr. Freas recalled that he had been a speaker at the university a few years ago, and no one had undertaken to refute what he said. He added that he had no disposition to treat Mr. Roddewig differently.

Mr. Freas said that he didn't agree with all the AWR president had said, but he'd defend Mr. Roddewig's right to say it. The commissioner refrained from comment on rulings by Commission divisions in specific cases mentioned by Mr. Roddewig. He pointed out that he might yet be required to vote on such cases which remain pending until appeals to the entire Commission have been disposed of.

Mr. Freas' advice to the AU students was to withhold judgment until they had informed themselves as to all sides of the problem. He suggested that speakers representing truckers or water carriers would have made statements quite different.

Loan Guaranty Conditions Set

First ICC move toward approving government guaranty of a loan under provisions of the 1958 Transportation Act has come in the New Haven case. The Commission has advised that road of conditions under which its applications for guaranty of two loans would be approved.

Subject to New Haven's compliance with the conditions, the Commission has made the required statutory findings that the money could not otherwise be obtained on reasonable terms, and that there is reasonable assurance that the loan would be repaid within 15 years with reasonable protection to the United States.

The Commission's report dealt with applications for guaranty of loans in amounts of $8,389,540 and $1,500,000 —the first to finance the acquisition of 30 diesel-electric locomotives which the road is now operating under temporary lease, and the second to finance a program for the centralization of shop facilities. A third pending New Haven application for guaranty of a $500,000 loan to finance the acquisition of maintenance-of-way equipment and machinery was not involved. It will be disposed of in a separate report.

The conditions are that the road pay no dividends on its stock or purchase any of such stock while any part of the loans remain unpaid; that it pledge as collateral its equity in collateral now pledged for loans obtained in 1955 to repair flood damages; and that it set back for five years (until 1964) the period during which it will buy its 5% convertible preferred stock pursuant to a 1955 agreement.

When these conditions are met, and the proposed rate of interest is known, and the prospective lenders become parties to the applications for guaranty, the Commission will make its final decision.

John W. Read
B&LE

G. W. Maxwell
TRRA

Donald L. Loftus
WP

Geoffrey M. Bruere
WP

People in the News

BESSEMER & LAKE ERIE.—John W. Read, superintendent, Greenville, Pa., promoted to general superintendent there, succeeding **Willis L. Morneweck,** retired. **V. L. Harley,** assistant superintendent, appointed superintendent.

C. W. Morrison, heavy maintenance and equipment engineer, Greenville, Pa., appointed assistant engineer. **R. E. Kuban,** designing engineer, named senior designing engineer. **V. D. Maxwell,** draftsman, appointed office engineer. **B. H. Price, Jr.,** construction and contract engineer, succeeds Mr. Morrison. **J. B. Wackenhut,** assistant engineer, replaces Mr. Price.

BURLINGTON.—E. L. Simmons, general freight agent, Illinois-Iowa district, Chicago, named assistant freight traffic manager, St. Louis, to succeed **F. F. Crabbe,** who retired Apr. 1. **H. H. Moench,** general agent, freight department, Chicago, named to replace Mr. Simmons, and in turn is succeeded by **W. L. Malone,** general agent, Cleveland. Mr. Malone's successor is **C. C. Schumann,** commercial agent, Detroit.

FRISCO—ST. LOUIS, SAN FRANCISCO & TEXAS.—L. W. Menk appointed vice president, StLSF&T, Springfield, Mo.

Effective Mar. 1, the Creek, Sherman and Fort Worth sub-divisions detached from the Southwestern division and will be operated as the Red River division. **Clyde A. McLeod** appointed vice president, StLSF&T, and superintendent, Red River division, Fort Worth, Tex. **J. F. Christian** named superintendent, Central division, Fort Smith, Ark. The following appointed assistant superintendents: **J. M. Godfrey,** Cherokee and Oklahoma subdivisions, excluding Oklahoma City Yard, Tulsa, Okla.; **C. C. Lane,** Red River division, Sherman, Tex.; **H. A. Linderer,** Chickasha subdivision and Oklahoma City Yard, Oklahoma City. **T. F. Norvell** named trainmaster, River division, Chaffee, Mo.

NEWBURGH & SOUTH SHORE — DONORA SOUTHERN — LAKE TERMINAL — McKEESPORT CONNECTING—NORTHAMPTON & BATH—HANNIBAL CONNECTING.—William D. Shaw and **Paul C. Magill** appointed assistant general freight agents of these roads, Pittsburgh, Pa.

NEW HAVEN.—R. W. Hooper, general superintendent—car department, New Haven, appointed assistant director of research and his former position discontinued.

Frank E. Moran, Jr., trainmaster, Stamford, Conn., appointed assistant superintendent, Grand Central Terminal, New York, and in addition will be responsible for passenger operations to and including Stamford and New Canaan, Conn.

PENNSYLVANIA.—J. A. Schwab appointed vice president, Baltimore—Washington, at Washington, D. C. **J. D. Morris** named regional manager, Chesapeake region, Baltimore, Md., succeeding Mr. Schwab. **H. H. Vaughn,** assistant regional manager, Pittsburgh, promoted to regional manager, Southwestern region, Indianapolis, succeeding **Christy G. Magruder,** transferred to the Northern region, Buffalo, N. Y., to replace **Paul W. Neff,** retired. **V. H. McLean,** assistant regional manager, Chesapeake region, Baltimore, succeeds Mr. Vaughn.

Oscar Lindstrand, assistant general counsel, Chicago, retired March 1.

John M. Bursey, resident traffic representative, Montreal, Que., Can., named Canadian traffic manager, at the newly opened freight traffic sales and service office in Room 304, Castle building, Montreal.

Richard M. Roth, district sales manager, Fort Wayne, Ind., promoted to district sales manager, Chicago, to succeed **Harold P. Bates,** who retired Mar. 1. **William A. Kirk,** manager—TrucTrain sales, Philadelphia, named to replace Mr. Roth.

Belknap Freeman, engineer of communications and signals, Philadelphia, transferred to the Northern region, Buffalo, succeeding **Joseph E. K. Krylow.**

L. P. Keoughan appointed assistant supervisor of TrucTrain, Chicago.

Samuel R. Hursh, assistant vice president, Philadelphia, retired March 31.

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.—G. W. Maxwell, general manager, Eastern district, New York Central, Syracuse, N. Y., elected president of the Terminal Railroad, effective March 1, to succeed **Armstrong Chinn,** deceased (RA, Sept. 8, 1958, p. 78).

UNION.—A. C. Danks appointed engineer bridges and buildings, East Pittsburgh, Pa. **J. R. Shafer** named assistant to chief engineer; **H. A. Talbott,** assistant engineer bridges and buildings and **R. W. Preisendefer,** assistant engineer of track.

UNION PACIFIC.—L. J. Waverly appointed division storekeeper, Albina, Ore.

Richard P. Coyle appointed general traffic agent, San Pedro, Cal., succeeding **Jay V. Connett,** retired.

WESTERN PACIFIC.—Geoffrey M. Bruere, chairman of the Research Committee, (Mountain Pacific Railroads) Western Traffic Association, San Francisco, appointed director of market research, WP. **Donald L. Loftus,** manager of research, named assistant to president in charge of research and planning.

L. E. Thomas, trainmaster, Winnemucca, Nev., transferred to Portola, Cal., to replace **George M. Lorenz,** appointed to the newly created position of freight service supervisor, San Francisco.

OBITUARY

J. F. Harman, 74, assistant to the general freight agent, **Atlantic Coast Line,** Wilmington, N. C., died Mar. 26 in Columbus Hospital, Chicago.

Leon Bernbach, assistant superintendent of passenger service, **Illinois Central,** died Mar. 22.

Elliott S. Wortham, 84, retired vice president, **Scullin Steel Company,** died Mar. 18 at Oklahoma City, Okla.

Supply Trade

The Portland Cement Association began field service activities in northern California on Jan. 1, with the opening of a San Francisco office. **Charles F. Moran,** structural engineering specialist, and **Robert E. Jones,** paving engineer and general field engineer, formerly with the Los Angeles office, have been assigned to the San Francisco office in Room 415, Russ Building, 235 Montgomery street.

W. Bradley Gilkey, assistant to vice president and general manager of Allied Steel & Conveyors Division of **Sparton Corporation,** has been promoted to Central region sales manager for the Sparton TRI-BELT device car, with office at the Detroit factory. **Ralph L. Hitz** has been appointed Central district representative for Sparton TRI-BELT loading systems, working out of the Chicago office, located in suburban Steger.

Kaiser Aluminum & Chemical Corporation has announced plans to move its general sales office from Chicago to Oakland, Cal. The corporation plans to retain its present regional and district sales headquarters at Chicago and maintain an executive office there. Completion of the move to Oakland is scheduled for about Sept. 1.

Albert Schiffers, Jr., appointed executive secretary of the **Allied Railway Supply Association, Inc.,** and secretary of the Committee of the Coordinated Associations. Mr. Schiffers, who succeeds the late **John D. Ristine,** was formerly purchasing agent for the Union Tank Car Company, retiring in 1958 after 45 years service.

George W. Moyar has been elected executive vice president of **Brenco, Inc. William B. Astrop** has been named sales manager. **Ralph M. McLean, Jr.,** has been appointed representative for the St. Louis area.

Harter Whiting Williams, transportation consultant, has opened an office at 408 Munsey building, Washington 4, D.C.

Albert Schiffers, Jr.

George W. Moyar

You Ought To Know...

Railway Express has asked the ICC to cancel its pending request for a 3½% rate increase, because the $12,000,000 a year it would produce would be "totally inadequate" to bring revenues in line with costs. REA President William B. Johnson estimated the out-of-pocket express deficit of the railroads will hit $39,000,000 this year, said "further consideration must be given to the steps by which relief from the present intolerable situation may be obtained." Rumors were flying last week as to what form these steps might take—but an REA spokesman said no action would come before a late-April meeting of the REA board.

Additional track exhibit space has been made available for the Coordinated Mechanical Association's annual meeting in Chicago next September. Three Illinois Central tracks in the same general location as the original exhibit tracks will be used. They'll add 600 ft of exhibit space. The 1,500 ft originally planned is expected to be fully allocated this week.

A 45-car all-lumber train arrived in Long Island, N. Y., last week after a widely publicized trip from the West Coast. The shipment was designed to dramatize the lumber industry's promotion of wood as a primary home building material. One section of the train started from Vancouver, B. C., via the Canadian Pacific; the other began at Seattle, Wash., on the Southern Pacific.

Dedication of a new $6,000,000 pushbutton yard at Russell, Ky., will be a highlight of C&O's annual meeting April 30. Shareowners attending the meeting in Huntington, W. Va., will be taken by special train to the Russell terminal.

New York Central and Illinois Central have settled a two-year old legal fight over use of IC's Central Station by Michigan Central trains. NYC will pay IC $5,000,000 to free itself of obligation to use or pay rent on the Chicago terminal. The legal issue: was the MC-IC station use agreement a cancelable lease or a contract binding in perpetuity? NYC sought to transfer MC trains to LaSalle Street station and won a decision in Circuit Court. Appellate Court, however, ruled in favor of IC and the Illinois Supreme Court refused to review the case (RA, July 7, 1958, p. 12; Feb. 9, p. 36).

The Reading has recalled 118 workers at its Reading and St. Clair, Pa., car shops. Reason: increased demands for freight cars in line with improving business conditions.

Railroads serving Waco and Austin, Tex., have asked the state Railroad Commission for permission to extend their local pick-up and delivery zones to coincide with those served by motor carriers. Such extension has long been generally advocated by shippers, particularly those with a large volume of LCL.

Trailer Train continues to grow. With the addition of the St. Louis Southwestern to membership, the piggyback car leasing agency now has 12 member-owners. Cotton Belt joins 10 other railroads (B&M, PRR, N&W, B&O, CB&Q, C&NW, Wabash, MoPac, Frisco and MKT) and a freight forwarder (U.S. Freight) in the agency.

Garbage and trash from some 80,000 Chicago suburban homes are providing steam for Chicago & North Western's diesel shops and other buildings at Proviso Yard. C&NW calls it a unique arrangement—a disposal company constructed a $700,000 incinerator plant, using ex-railroad buildings and equipment. In combination with an existing steam generator plant, the new facility provides (a) efficient refuse disposal for 14 Chicago suburbs; and (b) steam, as a by-product, for use by the railroad and by neighboring industries.

"The West's most modern truck terminal" was opened in Los Angeles March 30 by Pacific Motor Trucking Co., subsidiary of Southern Pacific. The new terminal's 16-acre site is part of a 43-acre parcel being developed by SP as a transportation center.

The first set of highway flashers controlled by full length AFO track circuits has been installed by the DT&I. The electronic track circuits are in CTC territory and extend into a foreign road's interlocking.

A new $750,000 bridge across the Sydenham River at Wallaceburg, Ont., has been put in service by the Chesapeake & Ohio. First train across the bridge was greeted by a band and a throng of townspeople.

Four of Monon's six remaining passenger trains can be dropped from the timetable on or after April 10. The Indiana Public Service Commission last week gave the road permission to eliminate trains 11, 12, 14 and 15—the "Tippecanoe" and the "Hoosier" — between Hammond and Indianapolis. The PSC decision leaves Monon with only trains 5 and 6—the "Thoroughbred" — operating Chicago-Louisville, Ky. Monon originally petitioned to eliminate its entire passenger operation.

With paying passengers down to 250 daily from the 3,000 that used the line before Hudson River ferries were dropped (RA, March 30, p. 68), New York Central has asked New York and New Jersey commissions for permission to discontinue all 23 daily trains on its River (West Shore) Division. Meanwhile, the New York Legislature sent for Governor Nelson Rockefeller's signature bills designed to help save remaining commuter service in the New York metropolitan area.

► Connecticut Governor Abraham Ribicoff has called for a state investigation of New Haven passenger service. The inquiry would consider possible action by that state similar to New York's railroad relief program. NH President George Alpert says he would welcome any such investigation.

Advertisers' Index

Allied Chemical Corp., General Chemical Division 17
American Steel Foundries 20, 21

Brenco, Inc. 8
Buckeye Steel Castings Company 18
Byers Company, A. M. 4

Classified Advertisements 37

Edgewater Steel Company 29
Exide Industrial Division, Electrical Storage Battery Company 3

Fairbanks, Morse & Company 30

General Steel Castings Corp. 11

Hunt Company, Robert W. 37

Iron & Steel Products, Inc. 37

Jackson Vibrators, Inc. 6

Railway Maintenance Corp. 12

Servo Corp. of America .....Back Cover
Simmons-Boardman Publishing Corp. 37
Standard Oil Company (Indiana) Inside Front Cover
Striegel Supply & Equipment Corp. 37
Symington-Gould Company ....Inside Back Cover
Timken Roller Bearing Company 24, 25

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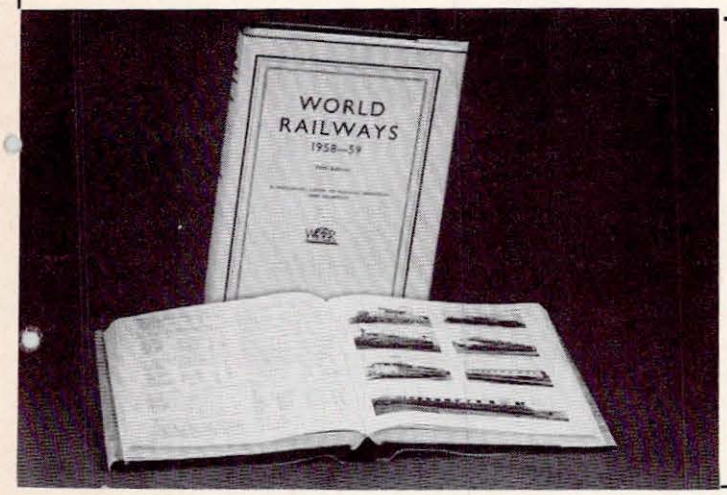

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Look Who's Getting Hand-Outs

The railroads are making great sacrifices to hold austerely to their position as the only major industry not receiving hand-outs from government. If private enterprise is not to perish, then there must be some leading business people who will give more than mere lip service to its principles.

When an industry abstemiously refrains from feeding at the public trough, then, as an alternative, it can't get along without unobstructed access to other means of subsistence. The railroads have not so far been very successful in this area.

Just take a look at what other industry is getting. The automotive people look to government to build a colossal highway network for them, thus assuring a growing market for automotive products. The St. Lawrence Seaway came into being largely because a segment of the steel industry got a hankering for a tax-financed ride for its ore. Look at the industries that make massive use of toll-free inland waterways—coal, oil, chemicals, autos. Even some of the electric utilities, which complain justly against government competition with them, are not above making extensive use of tax-provided waterways to bring them their fuel.

The railroads ask no such favors from government. Even if government offered them, most railroads wouldn't accept. But, since they get no favors, railroads have a parallel right to expect that they be handed no unusual burdens either. They are weighted down with such burdens now. One of them is the rigorous regulation of their operations and prices—a restriction far more severe than that laid upon any other industry. Another is the inequitable transportation tax structure—whereby railroad property is heavily taxed and property of other forms of transport (highways, waterways, airways) is tax-exempt. Still another burden, applied uniquely to railroads, is restriction on "diversification" (i.e., the right to engage in other business, including other forms of transportation).

The railroads are treated as second-class citizens—with a status below that of colored folks before "integration." As AAR President Dan Loomis so aptly said—the railroads are not interested merely in getting out of a sick bed and into a wheel chair. Their goal is full health and vigor. To attain that goal, there has got to be some plain talk about the difference between private enterprise as practiced by railroads and the diluted variety which seems to be so satisfying to most other industry.

It Pays to Be Firm

The New York State railroads have got a considerable measure of relief from inequitable taxation—and promise of a legislative investigation of the excess crew law. They didn't get this consideration by being apologetic, but by showing they meant business in their determination to rid themselves of unprofitable services.

There is a best-selling book going the rounds called "The Ugly American." It dramatizes the situation of this country's foreign service. Too many of our representatives abroad don't know the local language.

They hob-nob only with the English-speaking aristocracy. They give away our money, but for wrong causes and with mighty little return in good-will for their expenditure.

By way of contrast (so the book says) there are a few "ugly Americans" in the foreign service—fellows who are not in demand at diplomatic teas, but who really know the ordinary people in the countries where they are assigned; and who talk plainly to these people and help them in practical ways. It's the ugly Americans in the foreign service—so the book says—that are getting results. It's an idea which may be applicable to railroading as well as international relations.

You don't have to be discourteous to be realistic. But sometimes simple honesty makes unvarnished language necessary. The situation of the railroads in *some* of the country's metropolitan areas is ugly, and it is a service to the public to portray it accurately. If surgeons were squeamish, victims of unattractive maladies would perish unattended. Frankly confronting ugly situations is usually the only way to correct them.

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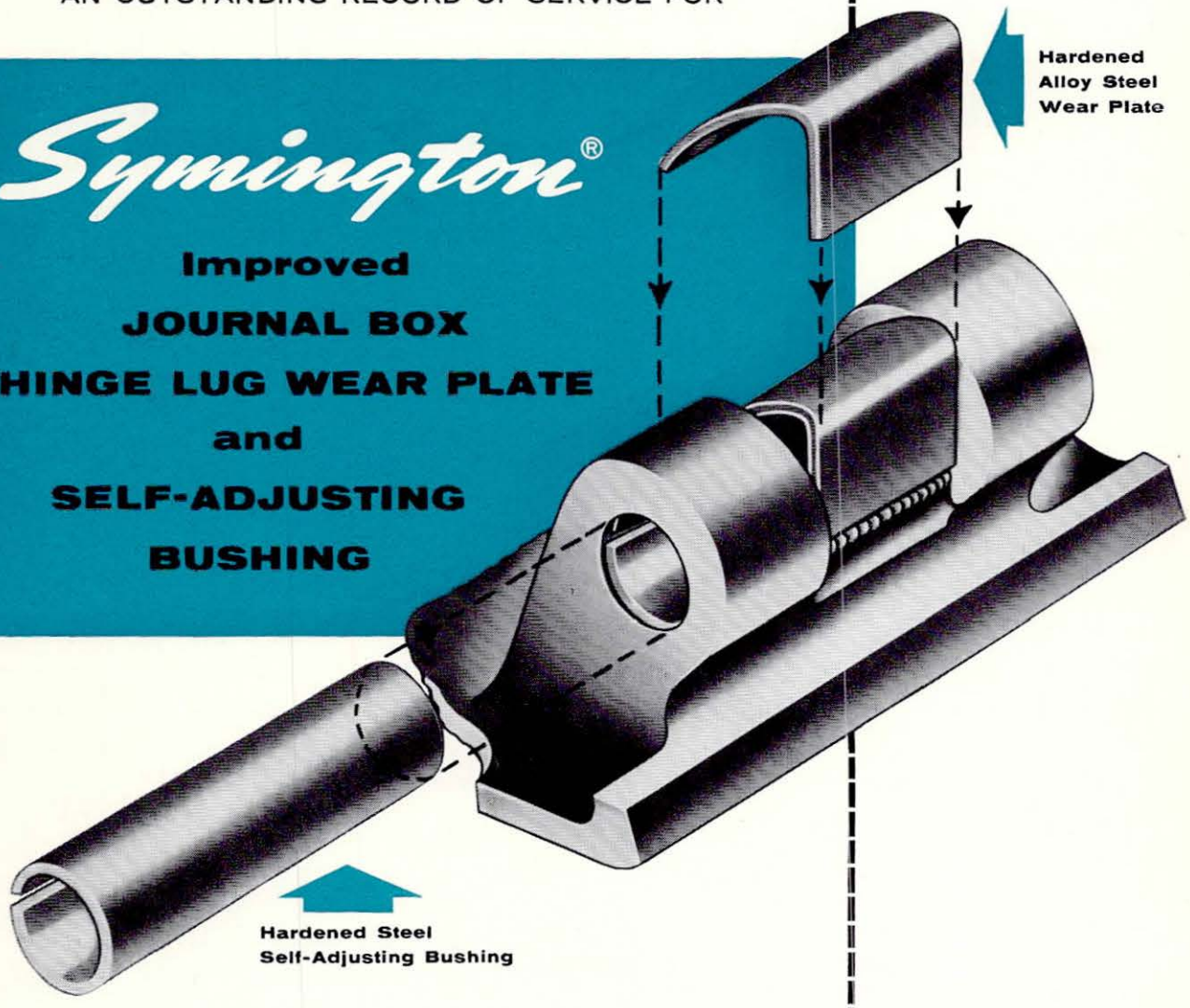

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On March 31st, 1959, the United States Government issued Patent #2,880,309 to Servo Corporation of America

THE PRINCIPLE COVERED BY THIS PATENT CAN HELP RAILROADS SAVE MILLIONS OF DOLLARS!

Patent #2,880,309 covers *slant-aspect viewing* as used in the SERVOSAFE® Hot Box Detective* being manufactured by Servo Corporation of America.

The invention and development of infrared equipment employing *slant-aspect viewing* led straight to the full realization of a successful hot box detection system—with dramatic results:

The SERVOSAFE Detective checks the hot box problem for railroads!

What's more; it's doing just that, right now, day in and day out, on 17 lines across the nation.

Out of its proven competence in infrared, Servo Corporation has developed the SERVOSAFE System which detects in advance just which journal boxes on railroad cars are dangerously overheating. Then—it records the information and gives a warning in time to avert disaster.

This patent is one of many issued to Servo Corporation in the infrared field. Others have been granted covering the over-all use of infrared in the SERVOSAFE Hot Box Detective; the SERVOTHERM® Infrared Pyrometers and Scanners; and SERVOFRAX® Infrared Lenses. Still *other* patents are pending.

Because of men with inquiring minds and inventive thoughts, and the modern facilities behind them, American railroads have a new weapon to fight the hot box scourge.

In effect, Patent #2,880,309 documents another contribution to the health of a vital American industry. We thought you would like to know about it.

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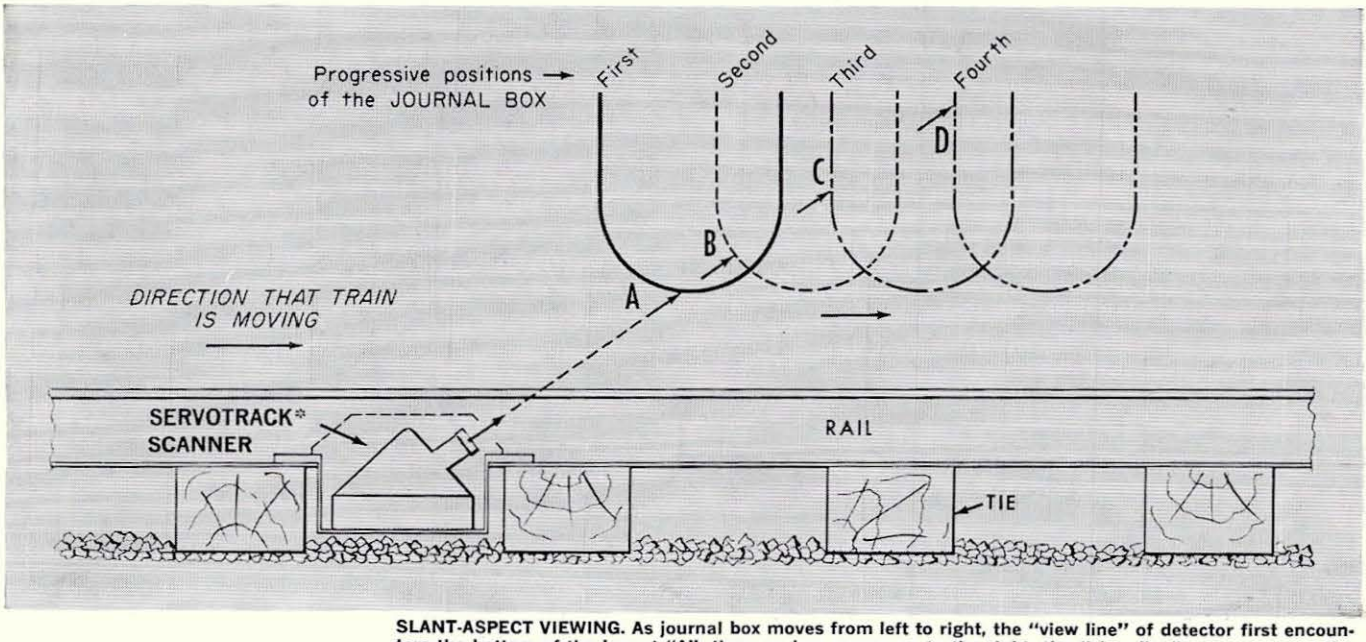

SLANT-ASPECT VIEWING. As journal box moves from left to right, the "view line" of detector first encounters the bottom of the box at "A"; then, as box moves on to the right, the "view line" progresses up the side of the box, as at "B", "C" and "D".